

SPECIAL COMPETITION ISSUE

IND

MODEL CAR & SCIENCE

**FIRST REPORTS:
ROCKETS
AIRPLANES
DISPLAY CARS**

INCORPORATING

***MODEL CAR
& TRACK***

MARCH 1968

50¢



A NEW HO COLUMN IN THIS ISSUE

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The top is a giant chromed surfer helmet. The mill is a rare 1914 six cylinder Mercedes-Benz aircraft engine. The highly stylized "T" body shell is backed up with a German canteen gas tank and sports German Spandau machine guns on both sides. Wheels are super deep dish Iron Cross Mags with Goodyear low profile donuts up front and giant smokers on the rear. Completely detailed interior has bucket seats with headrests, instrument console, steering wheel and big-handled "T" shift stick. Body color "Hun-in the Sun" red.

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MODEL CAR & SCIENCE

Volume 6, Number 3

March, 1968

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ON THE COVER — The recent Indy car race at Riverside provided some of the fastest, most competitive racing yet. Our man with the quickest camera in the West, Forrest Bond, captured the essence of it all in his usual cool, efficient manner. The heat radiating from the car is an indicator as to how hot the racing was!

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OUT OF SIGHT!

Two Fabulous New 1/25 Scale Plastic Kits FROM AMT!

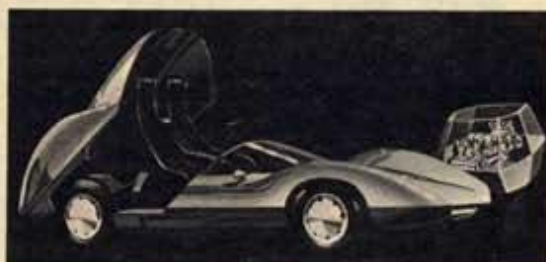
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model mail



AND YET ANOTHER TIP!

I have found a keen way to clean the tires on my slot car. Just cut a piece of masking tape long enough to wrap around the tire. Press it firmly in place, then peel it off slowly. The dirt on the tire comes right off on the tape!

Terry Graves
Tulsa, Okla.

And thanks to you, Terry. Sounds like an excellent idea. Try it guys!

ANOTHER HO SCALE CONVERT!

I am an avid reader of MC&S, and have a great deal of money invested in slot racing equipment. I have noticed in past issues the "knocking" of HO scale material. I'd just like you to know that I am presently thinking of selling my "big scale" stuff and going to HO! I always read your HO articles, and get a big charge out of those little sonof-a-guns! The price tag is right, too.

I'm a bit fuzzy on HO information and prices, however. Is there any information you could pass along to me? Needless to say, I value your opinion.

Ronn Bergen, Jr.
Easton, Pa.

Check Dennis Elliott's new HO column in this issue, Ronn. You and all the other HO fans should be delighted with this new monthly column. Dennis is an expert in the 1/87 scale field, and he'll be expounding on the subject from now on, in the pages of MC&S.

HOW'S THIS FOR SERVICE?

When will some company release a body shell of the new McLaren M6A? I'm a 1/24 scale buff, and race on commercial tracks only, but I can't bring myself to race those miserable "thingies" that every one else seems so taken with. I want my car to look like a real car.

John Franklin
Oak Park, Ill.

Check this issue, John. Detailing the McLaren M6A should fix you up!

MAKING THE HOME SET CARS "GET UP AND GO"

I received a new home racing set for Christmas. It's a real ball, but now I want to make the cars a bit faster. What do I have to do?

Fred Fix
Chicago, Ill.

You didn't give us the name of the set you received, Fred, but you'll find the first story in a new series, beginning in this issue, on the subject of modifying home set cars. We get a lot of questions similar to yours. Home set cars constitute the bulk of slot racing machines in this country, so we intend to cover every major manufacturer in future issues.

WHERE'S THE ROCKETRY HOBBY GOING?

You have run several model rocket articles in the past. It seems to be a pretty interesting hobby. Where can I get more information on the subject?

Harvey Geerts
Indianapolis, Ind.

The best source of information for this thrilling hobby-sport, Harv, is from the manufacturers. The major ones advertise in this magazine. Check their ads to see if they offer a catalog. And fellas, even if you don't think this hobby is for you, we suggest you look one of these catalogs over. If you don't get stirred up after reading about these mighty mites, you're just not human!

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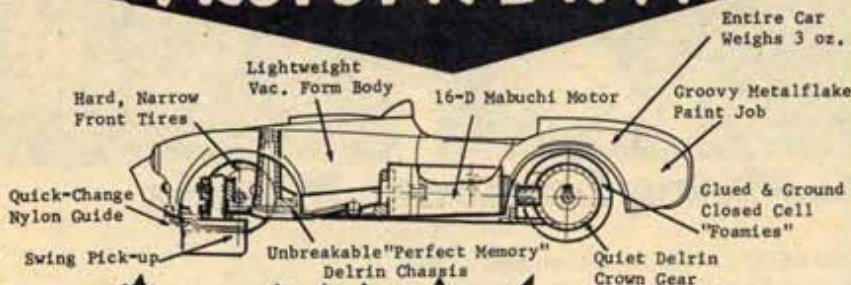


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Doug Long
Moorhead, Minn.

Thank for the tip, Doug. It's amazing how many products from other fields will work just fine, when a little imagination is utilized.

WHAT'S WITH THE 50 CENT PRICE TAG?

Okay fellas, I think an explanation is in order. Why did you raise the price of your excellent mag to a half a buck? I'm not made of money you know! I still buy it, however, just to see what Don Emmons has to share with me every month.

Ed Wilson
Gardena, Calif.

We held the line as long as possible, Ed, but finally the inflation in the country picked us off too (just like the other model mags) and we had to raise the price to 50¢ to cope with the higher cost of paper, printing, etc. Still, we believe you'll find that the extra 15 cents it will cost you each month is well worth it. And Don Emmons runs rampant through this issue! You should really get your money's worth!

SEE PAGE 13 FOR SUBSCRIPTION OFFER!

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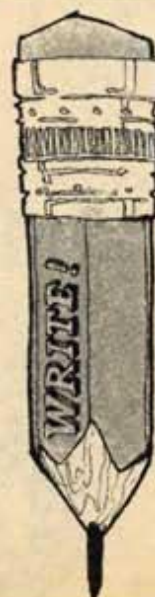
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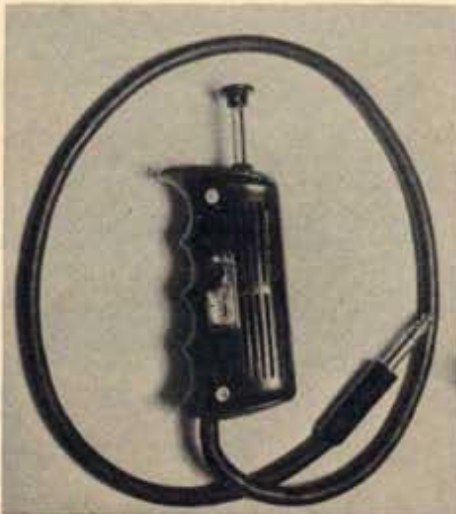
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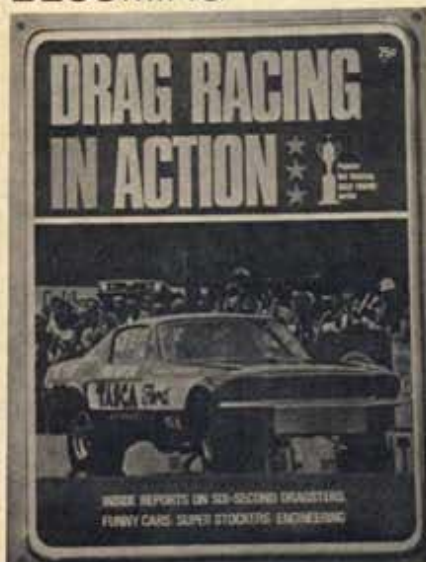
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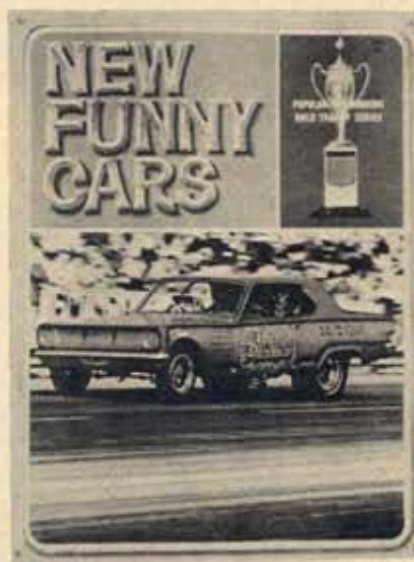
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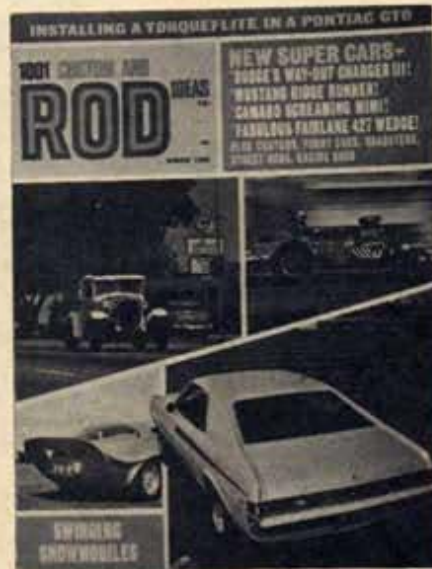
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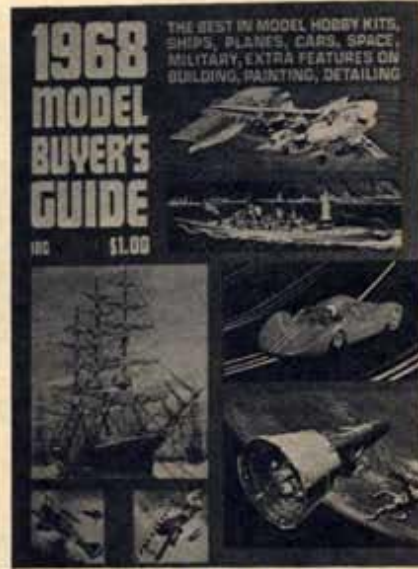
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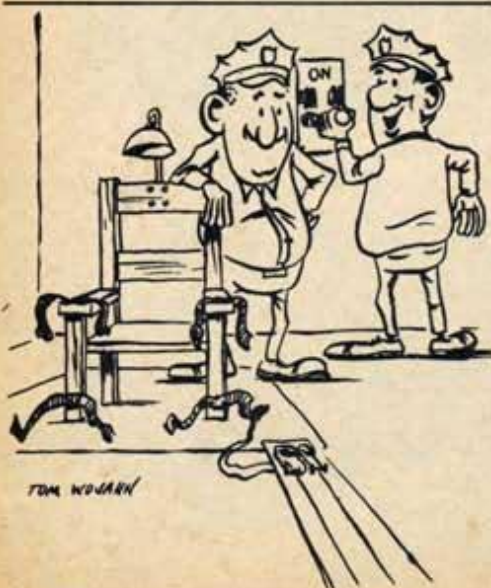
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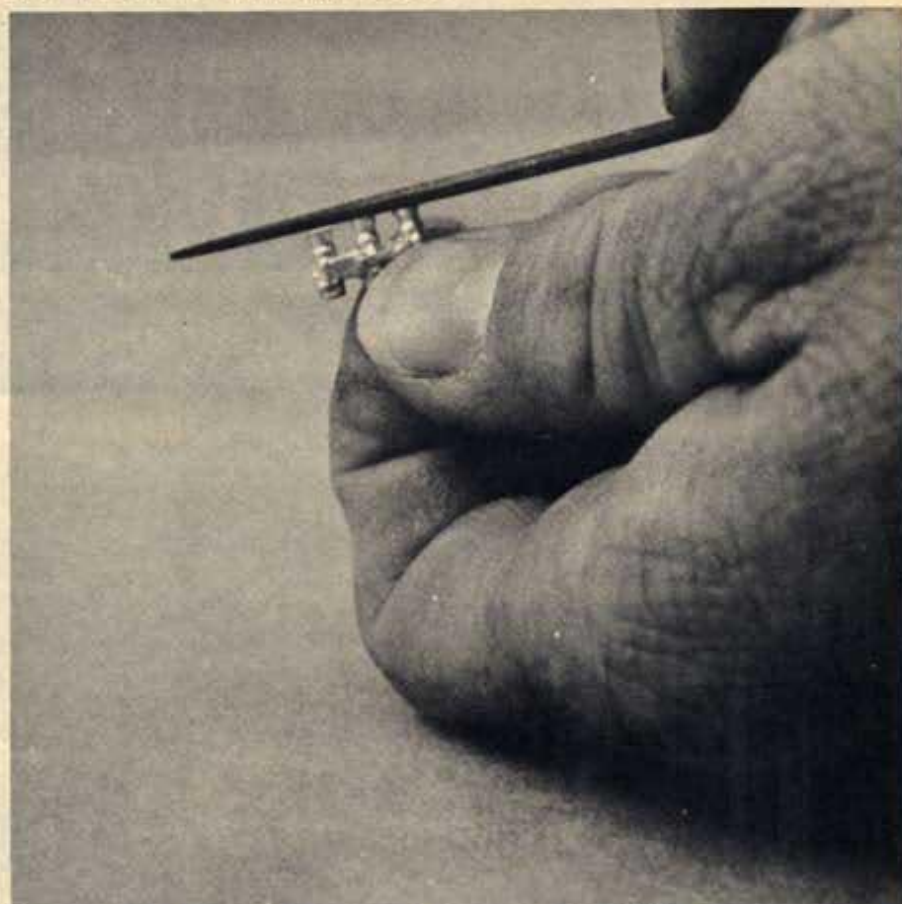
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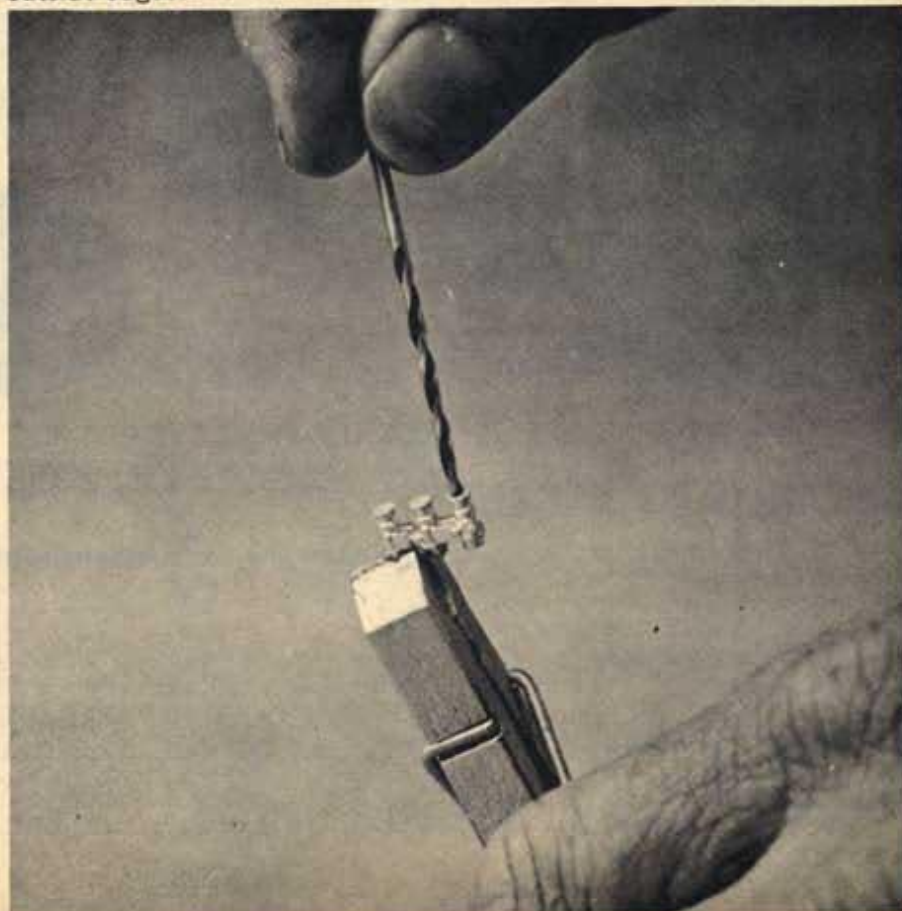
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HOW TO DRILL OUT A CARBURETOR



File top of carb smooth and mark the center for drilling. Select the size of drill that will drill out most of the area but leave the outside edges.



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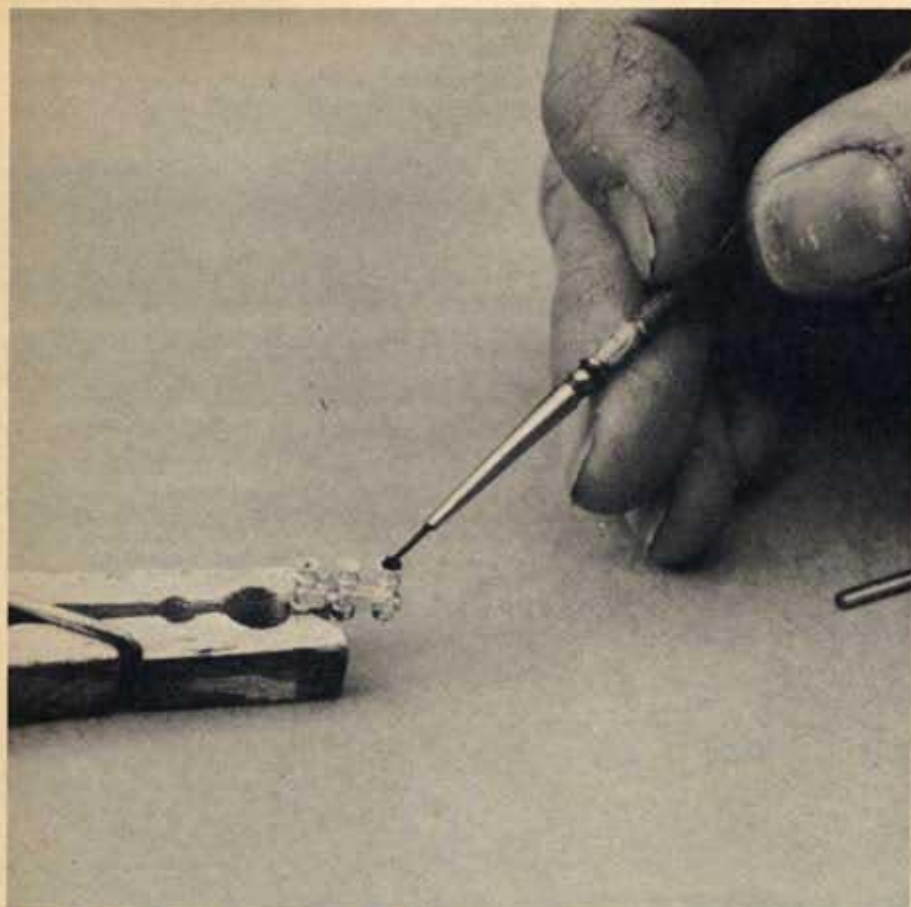
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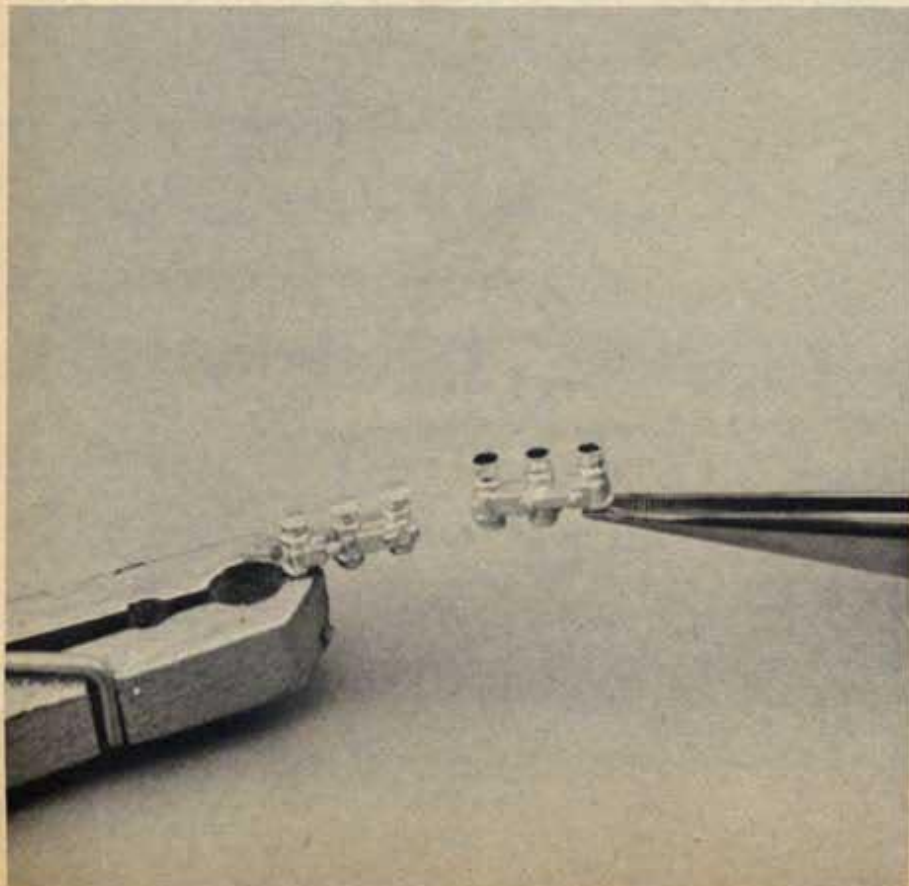
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After all carbs are drilled out, paint the holes flat black. The plain unit is what the "stick-together" model builder would use. Now can you see the difference between gluing a model together and detailing a model?



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March 1968 / 15

Just as its counterpart did at the '67 Indy 500, we predict the 1/20th scale Turbine model will storm the field, and find its way into the clutches of every serious model builder. Never in the history of automobile racing has so much discussion, pro and con, been spent on a car.

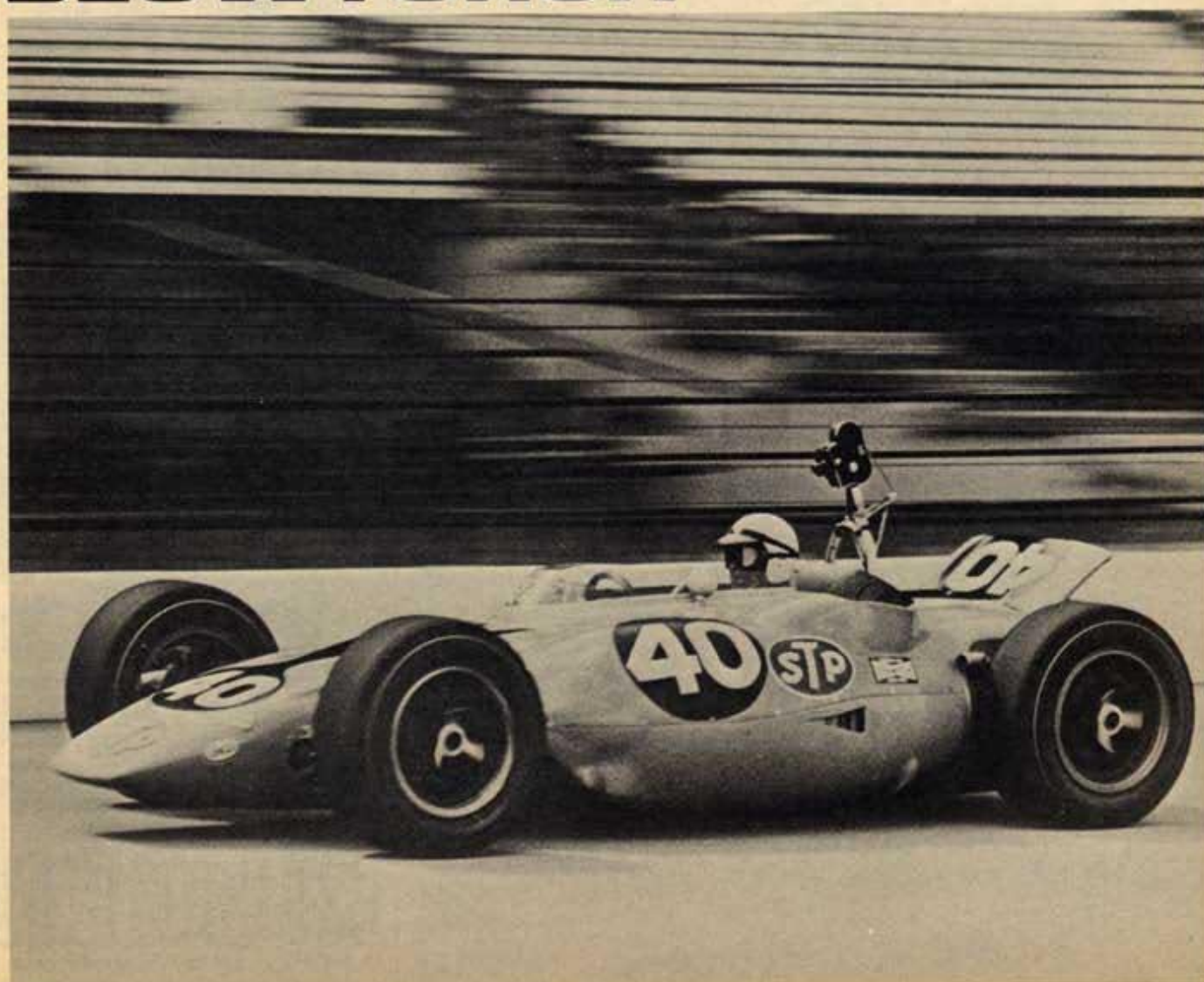
Now we draw your attention to the model kit. MPC's new large size, 1/20th scale, is an excellent copy of this wild racer. From its fantastic tires to its turbine power plant, this model will defy you to neglect it until it is finished.

This has been the year of the revolutionary Turbine car. But what is even more important to you is that this is the year of the turbine model car.

Text and photos by Don Emmons

MPC duplicated everything but the shrill sound of Parnelli's turbine!

THE BRICKYARD BLOWTORCH





Decal that covers rear brake flipper was cut apart to allow part to be opened. This was done by placing decal over both parts and cutting with a sharp knife, following the line.



Tires are the wildest set of donuts ever! They are an exact replica of the real ones. The wheel centers were painted flat aluminum, also the rear halves, to give the appearance of cast metal units.



Yes, that STP decal was on the windshield while Parnelli was driving the car in the race.

Wheels have been painted flat aluminum, leaving the outer rim chrome. This small detail adds a lot of realism.





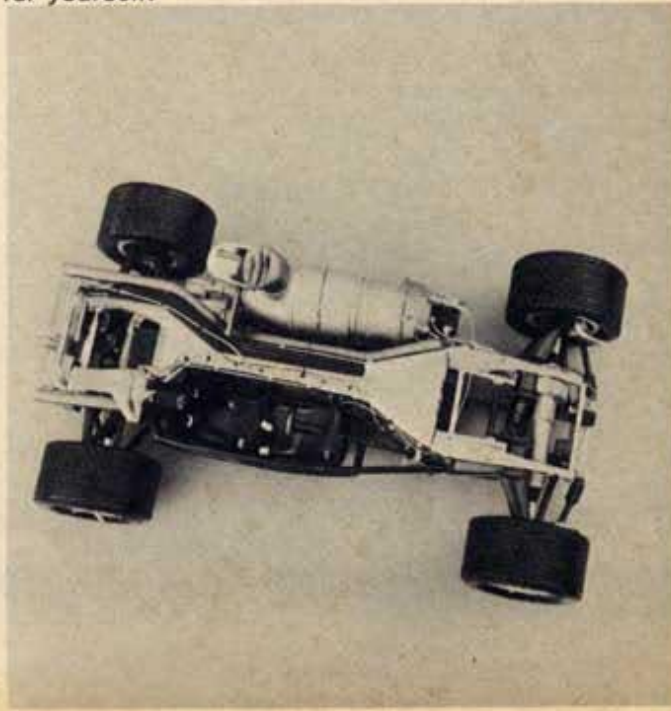
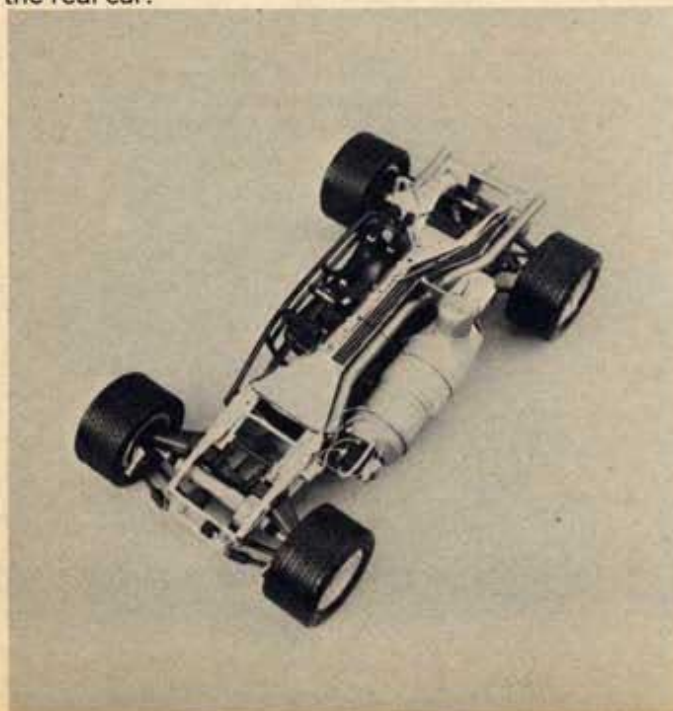
For a more realistic finish, flat black was mixed with flat aluminum, and brushed on some of the parts for the dark metal color found on some real parts.



The Turbine engine was sprayed flat silver (base coat) to make it look like the metal finish of the real power plant.

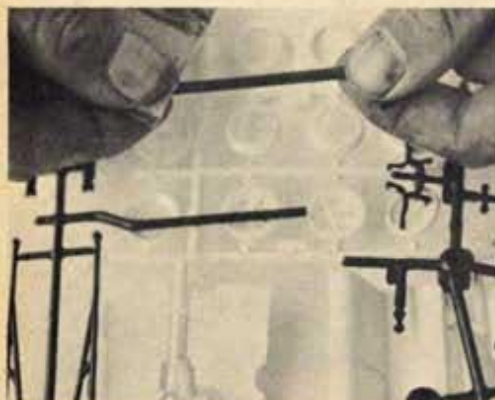
Seat belts were made from seam binding tape (sewing supplies) which was cut 3/32-inch wide. Chrome-silver paint simulates the buckles. Small wire brackets were bent to hold belts to chassis. Various gauges of thread were used to duplicate some of the numerous wires and hoses found on the real car.

MPC's Turbine must rate as one of the most fantastically detailed model kits to be released in a long time. And the new 1/20 scale is a model builder's dream. It's **big**, without being **too big**. Well, what more can we say? Just look, and see for yourself!



HOIST THAT ENGINE

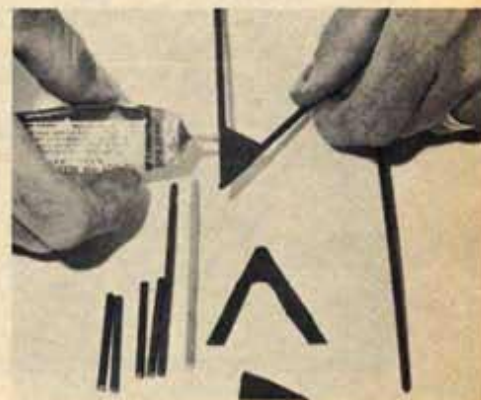
Here is a modeler's display that tells a story. Actually, your imagination can run rampant here for life-size counterparts exist in countless shapes and sizes. The subject at hand is an engine hoist — or, as it is known to hot rodders, an A frame. Our example was built in an hour with an outlay of only 60¢ for the gears procured from the slot racing shelf of our local hobby dealer. The rest of it came from the scrap box, using the plastic "runners" from which the parts of previous car models were separated. For a chain we used part of a little girl's locket.



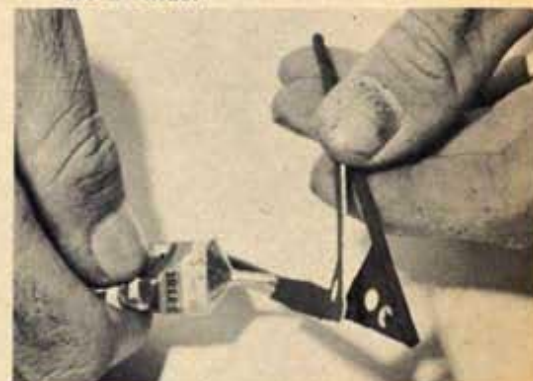
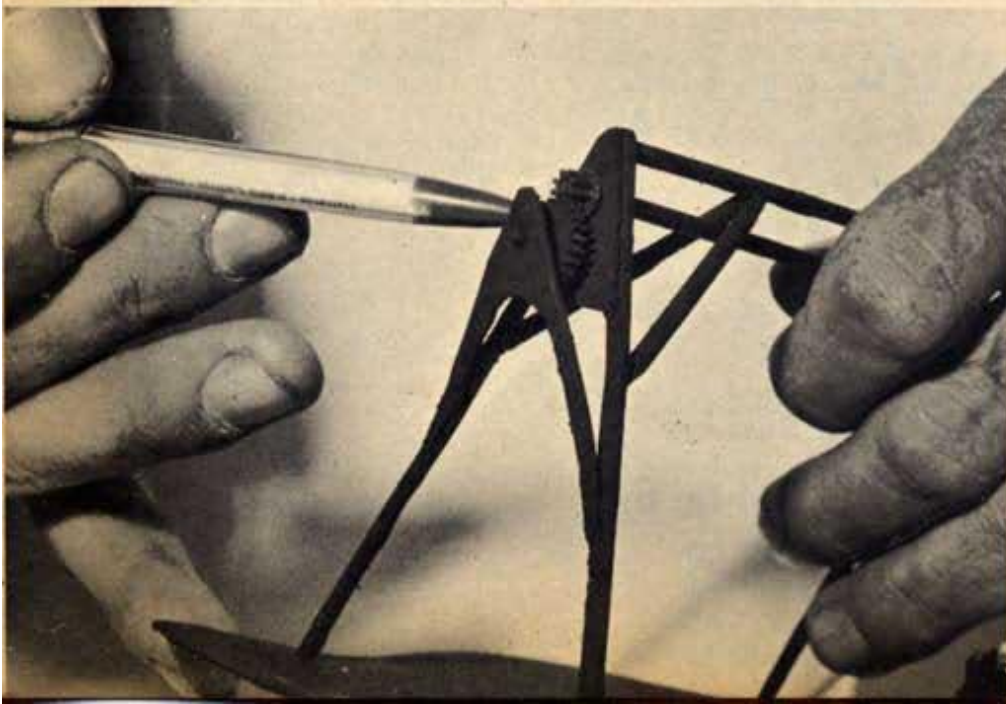
Collect pieces of "tubing" from the plastic runners in the scrap box. Select those that are round with about 1/8-inch diameter.



Carefully file shaft ends so slot car gears will have a force fit to prevent slippage when hoist is actually used.

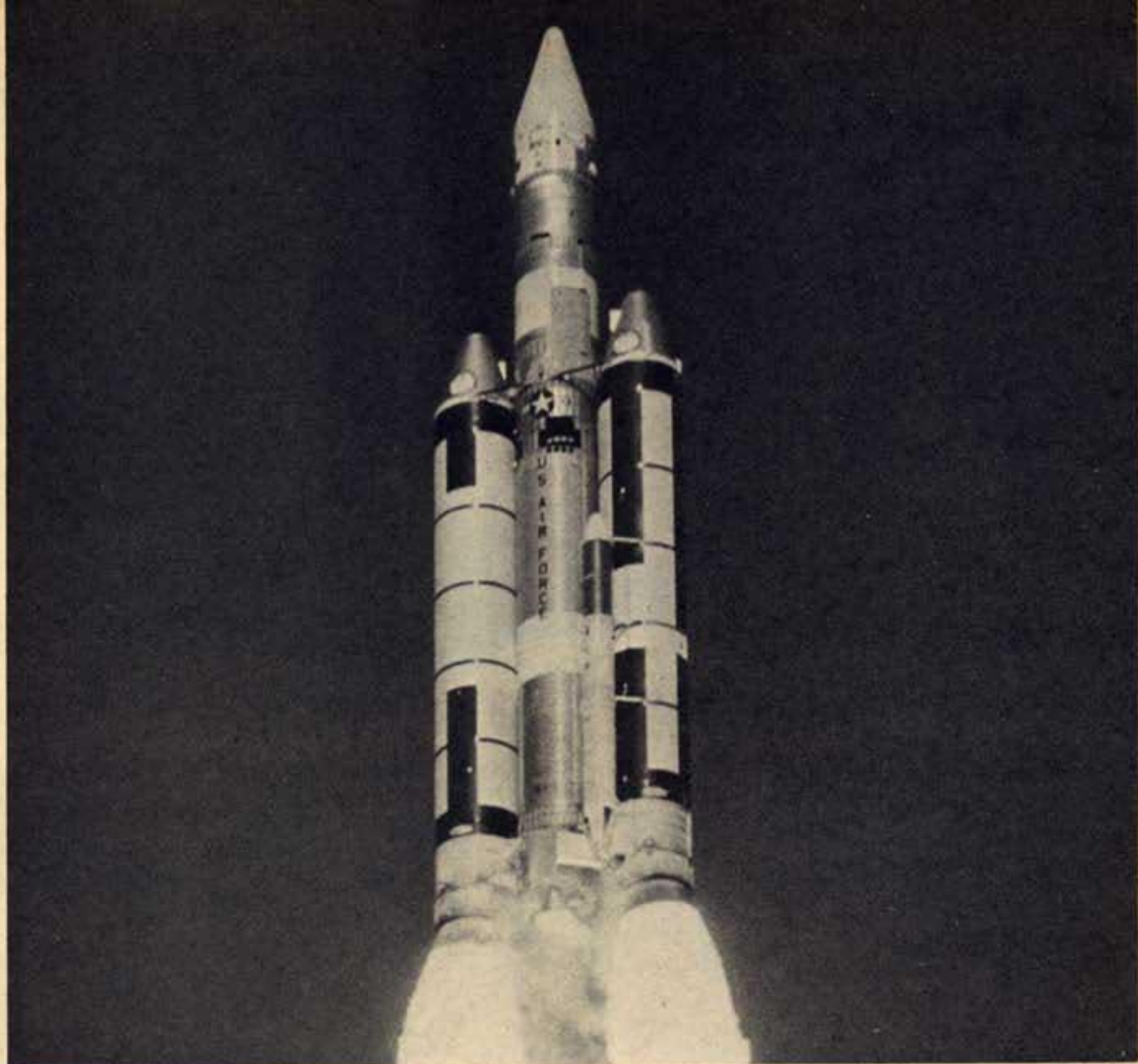


Legs should measure about 3-3/4" long, upper cross shaft about 4", gear shaft about 5-1/2". End plates are 1" wide.



One end plate, cut from plastic sheet or cardboard, will have a single hole, the other two. Be sure all holes align.

Close-up of final gear assembly. As this hoist actually works, a car display can be arranged with engine hanging above hoodless car at any elevation. Different? You bet!



We commented in the last issue of MC&S on the ease of assembly and low cost of the model rocketry hobby. Now we take you to the launching pad for the preflight and countdown to the lift-off stage of flying these super-slick birds. The attribute of the model rocket hobby that most impressed us is the absolute safety! If you can follow simple instructions (as furnished in the rocket engine packages) the chance for injury is almost nil.

Insert the safety key into the Estes "Electro-Launch" (a recommended item for any newcomer), depress the button, hear a few seconds of steak-frying-type sizzle as the fuse burns, then a "whoosh" and a muffled shriek as it zips overhead. A few

ALL SYSTEMS "GO"

**Last month we
showed you how
to build the bird.
This month
we launch!**

seconds later the rocket trails a bit of smoke, reaches the peak of its trajectory, then a muffled thud as the nose cone ejects and the parachute flutters out behind the descending missile. Your heart flutters a bit too, wondering if you packed that 'chute loosely enough so it will open, but, it does and its precious cargo of spent rocket is dropped gently to earth awaiting your hands to repack it with a fresh engine for another flight.

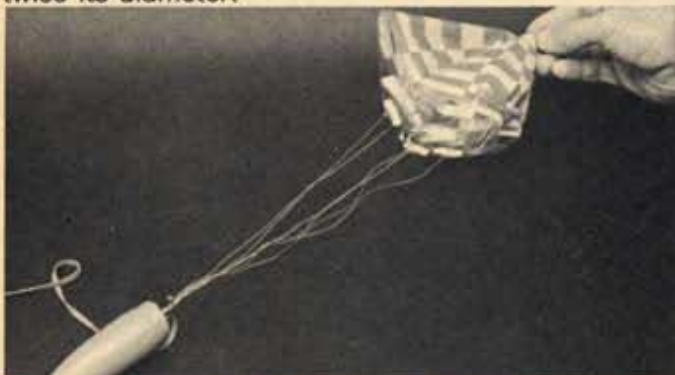
When you combine the thrill of being at the controls of such a flight with the amount of building fun you have for the investment of only 2 or 3 dollars, you can understand why the hobby of model rocketry has so many thousands of enthusiastic followers of all ages.



The pre-launch procedure begins with the rocket body, recovery parachute, and nose cone from the Estes "Alpha Rocket" ready to pack. Similar procedures apply to all parachute recovery model rockets.



Specially treated paper called "wadding" is loosely balled and inserted into the rocket body to about twice its diameter.



Parachute and lines are pulled out and checked for any tangles, rips, or loose taped ends of attachment to chute.



Chute is folded as it pulls naturally to about the diameter of rocket. Fold chute in half toward lines, being careful to keep lines straight and untangled.



Rubber band shock cord is fed into rocket first, followed by folded chute, then lines.



Nose cone is pushed in tightly, then loosened a bit to allow sure ejection after flight.



Rocket engine is next, must fit tightly into its holder. It can be wrapped with masking tape for a tighter fit if needed. Try 1/4A8.2 engine on the first flight, larger ones later.

Rocket must be checked for proper balance before any flight. Move rocket (with the smallest engine) over ruler until it balances, then mark body with pencil at this point — the center of gravity.





Use bright light to throw rocket's shadow on card-board, trace the exact outline.

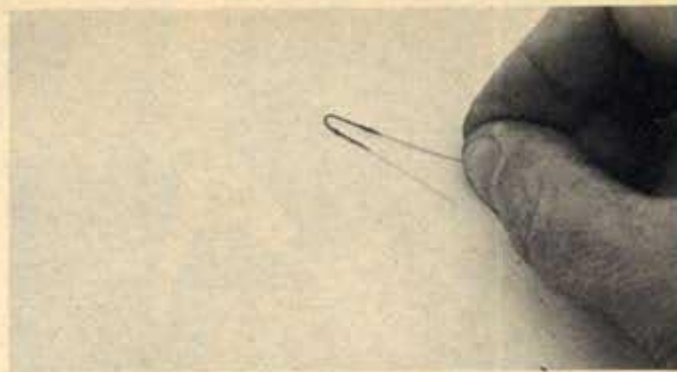


Cut out the outline of the rocket and balance it on the ruler. This gives a very close approximation of the lateral center of pressure.



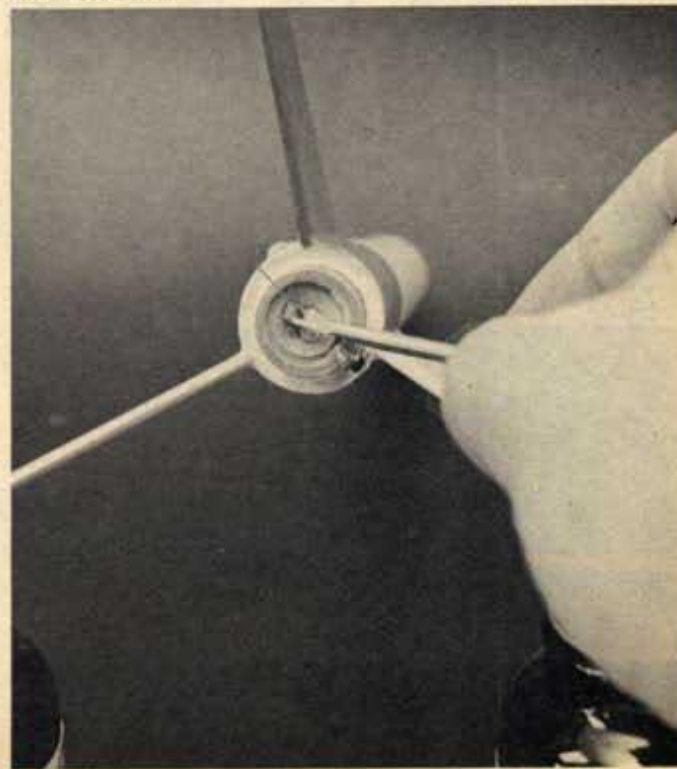
The lateral center of pressure should be at least $1/2$ the body diameter behind (toward the tail) the center of gravity for certain in-flight stability. Larger fins or a heavier nose cone will move the center of gravity in whichever direction needed.

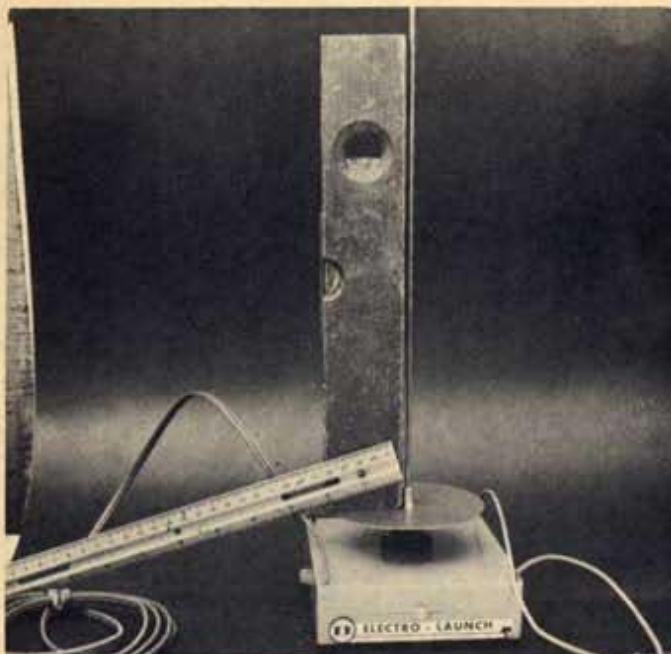
Ignitors for the Estes engines are bits of coated nichrome wire, sold in lines of 3. Cut one off with wire cutters.



Carefully bend the ignitor, so as not to damage its protective coating, to this shape. Insert into rocket engine.

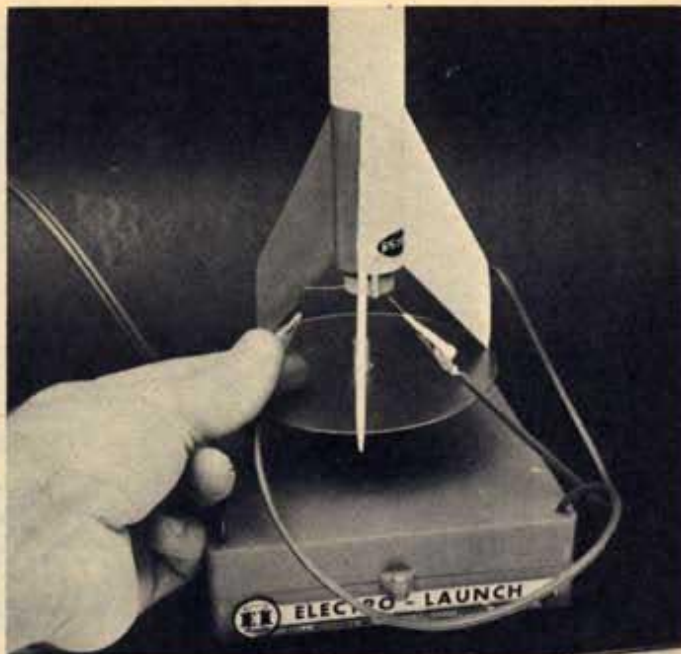
A small wad of tissue paper is packed into the rocket nozzle to be sure the two ends of ignitor do not touch.





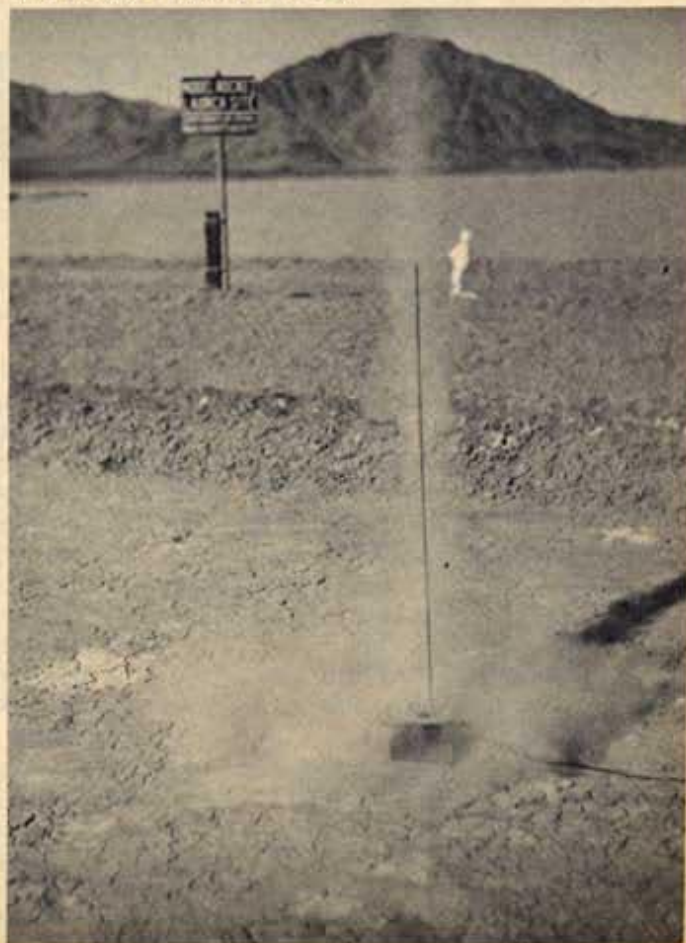
All rockets must be launched from a 3-foot long guide rod to be certain they are "on course" at lift-off. You can make your own launching pad, using a block of wood and a 3' piece of 1/8" steel rod, but we would recommend purchase of the Estes "Electro-Launch." Be sure rod is vertical or pointing into wind.

With the safety key inserted, the countdown is begun, contact made, and the rocket is launched. Many rocket clubs have negotiated for free test sites. This one is in the middle of the Mojave desert in California.



6 volts of DC current are sufficient to burn thru (really short out) the ignitor wire. Circuit should never be completed until all personnel are at least 10 feet away from pad. Electro-Launch has a key-protected push button with a "continuity" check light to show that circuit is ready for launch, on a ten-foot cord.

Our youthful "bird watcher" sends the rocket toward the heavens, too fast in fact for our befuddled camera man! Ever see anything accelerate so fast before? The rocket is gone, leaving only a shadow and smoke to mark its exit.





THE BEER WAGON

By Dennis Doty

Monogram has just released a static model that has to be one of the wildest ever. It is called the "Beer Wagon," and to believe it, you will have to see it, or better yet, build it! The idea is strictly Monogram's. It was designed by Tom Daniel, a rod stylist and illustrator from Southern California. The truck has all the latest hot rod mechanical features plus new and fresh styling.

The model is just great, and you scratch builders will have a ball with the chain drive.

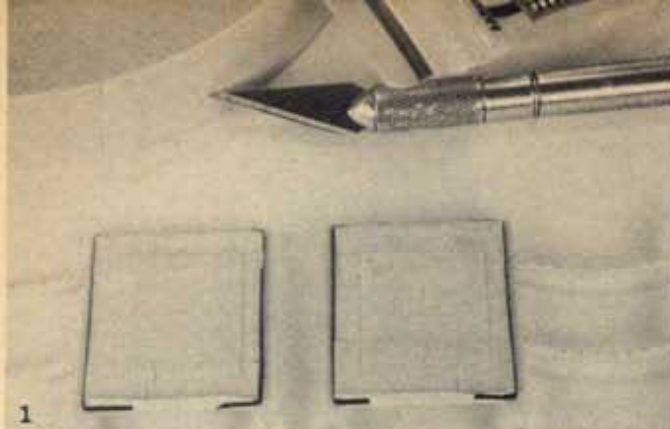
Also with this kit, Monogram introduces their new front and rear tires, small wide oval front tires and WIDE rear slicks. You

will have to paint the side wall lettering in, a minor drawback to say the least.

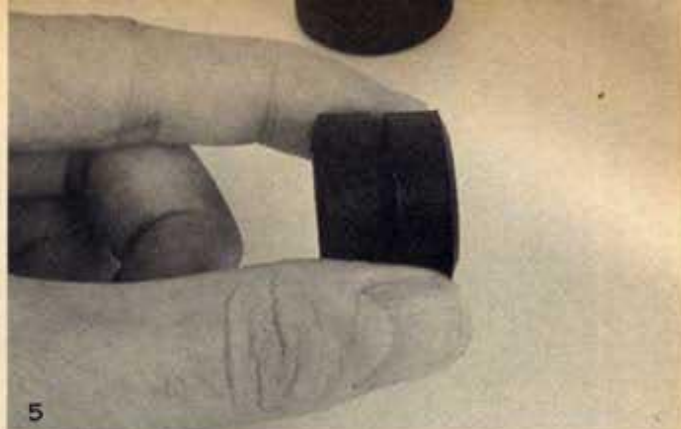
This kit also has a dummy engine, and the suggested color for it is red. If you spray paint it, I suggest you mask off the headers first. If you try to hand paint the headers white over the red, the red will "bleed" right through the white. Masking will eliminate this problem. However, I find when painting silver over the red, the red does not bleed through the chrome silver. I used Testor's paints.

Assembly is very simple. If you don't paint the body, assembly could be completed in a couple of days. It is really a great model, and with the beer barrels and steins, it is just *too* much!

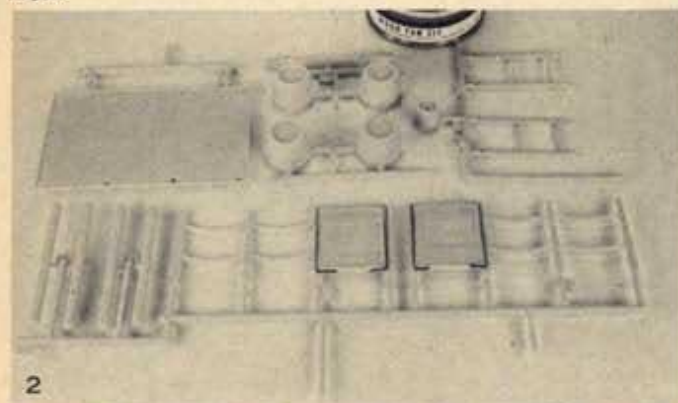
Take a '23 Bulldog Mack truck, add big drag slicks and a hairy mill, and a Munich beer stein for a shift knob, and you've got a mad, mod, beer haulin' machine!



1 Mask off the sign with masking tape and pin striping tape.



5 Monogram's new small front tires can be made to look more realistic by sanding the shine off the tread.



2 Paint the wood with Pactra's wood tan paint. When dry, spray on several coats of Testor's Dulcoat.



6 Using the smallest paint brush you have, paint the Goodyear lettering on the new Monogram tires.



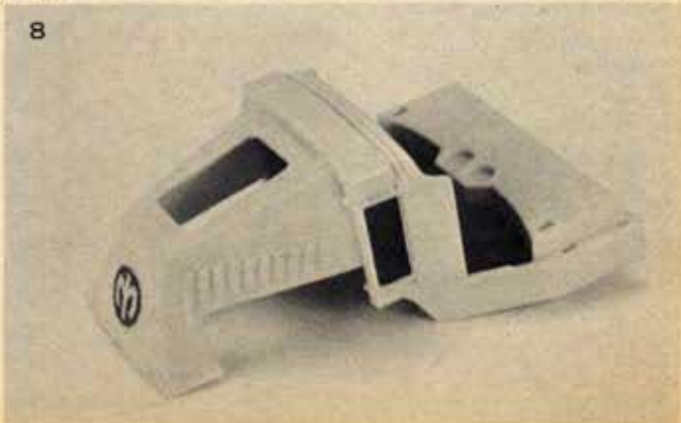
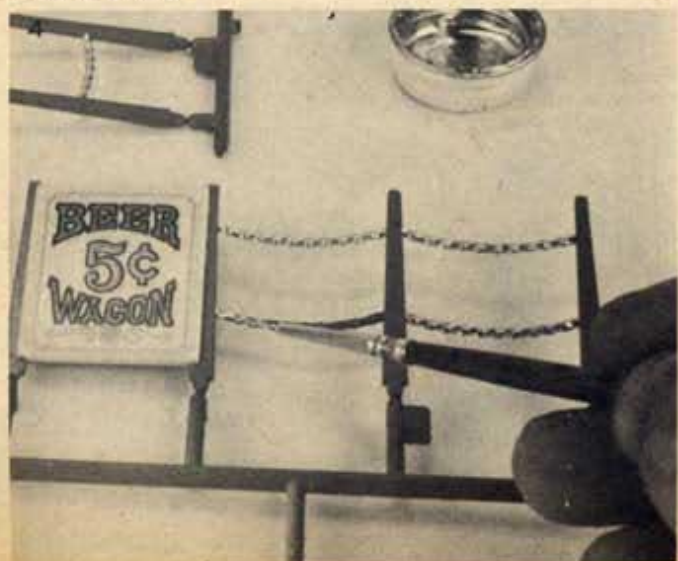
3 Remove the tape, cut the BEER WAGON decal from the sheet and apply as shown.

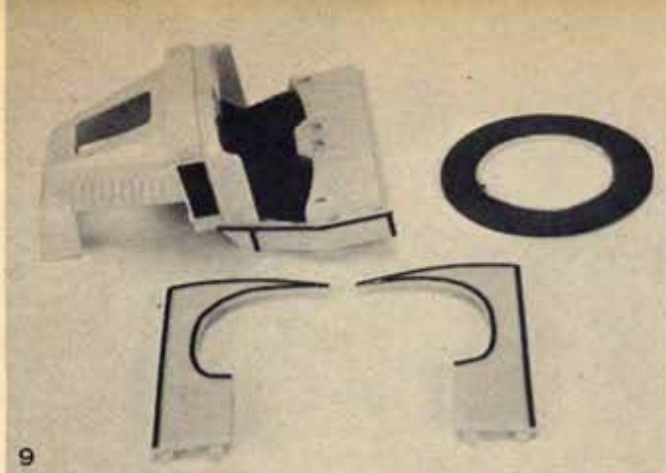
Chains are molded in, and only need to be painted chrome silver.



7 If you don't want to paint the body, apply several coats of wax to protect the plastic.

Side grilles are painted flat black. If you want to hinge the hood, small brass hinges would do the trick.





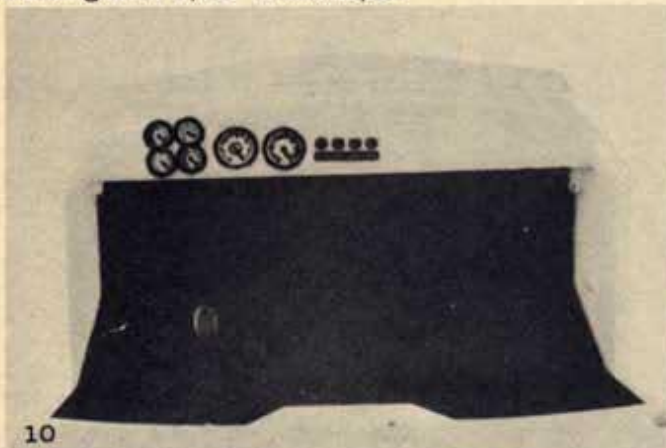
9

Cut the rivets off the body molding, then stripe the molding with 3/32" black tape.



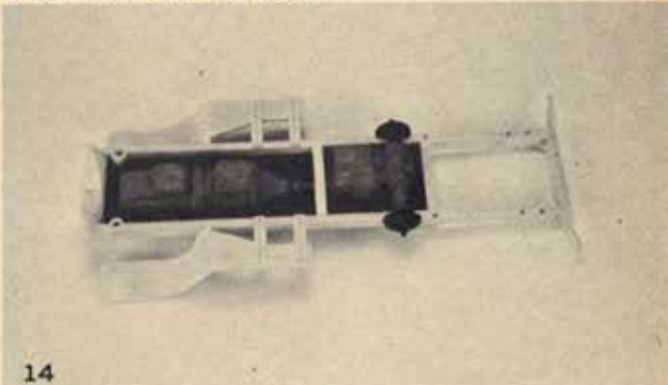
13

The smaller keg in the truck interior will require 1/32" wide chrome tape.



10

Instrument decals are provided in the kit.



14

Paint the floor flat black as shown, then paint engine and drive train flat red.



11

The beer steins have a design molded in them that must be painted. The color is up to you.

The beer barrels look sharp when you use 1/16" chrome tape for the bands.



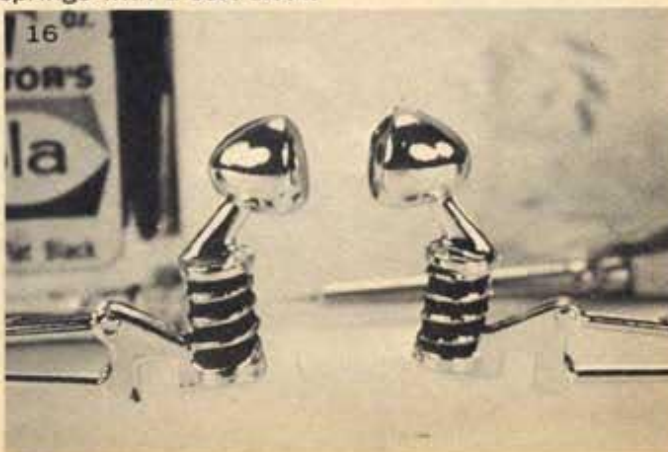
12



15

Refer to the text for painting the engine. It won't show, so wiring is not necessary.

Paint the air bags flat black. Wipe excess paint off springs with a soft cloth.

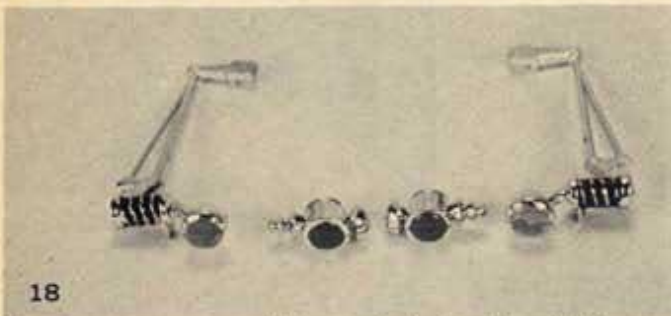


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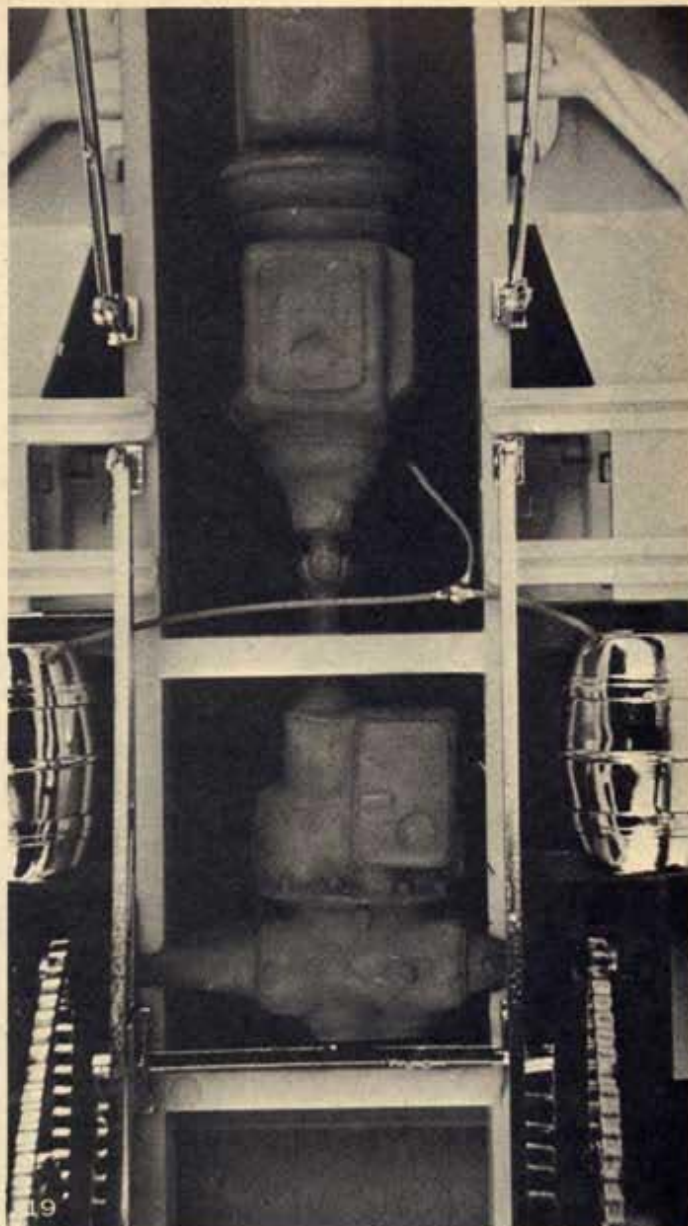
17

Paint the mounting tabs on the front axle flat black so they will be less noticeable.

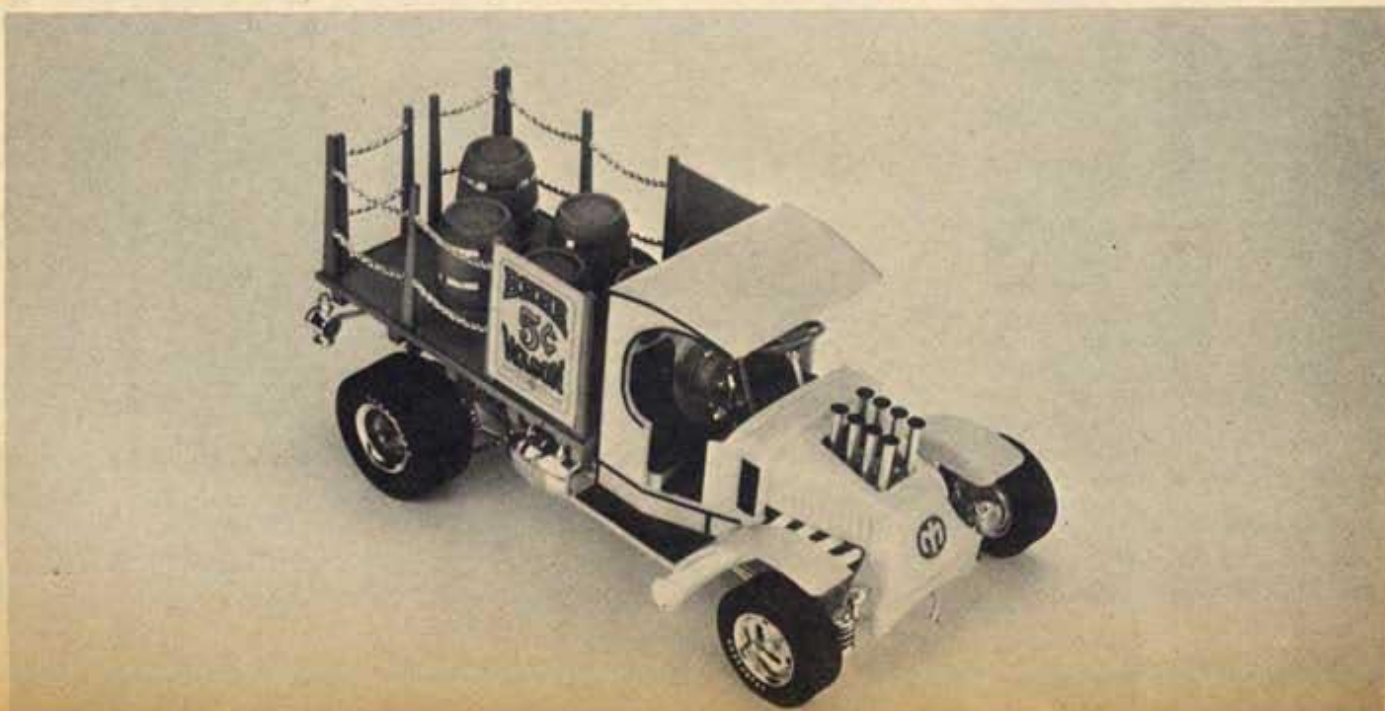


18

For even more realism, paint the headlights a white/gray and the taillights red.



Study this photo to see how to wire the gas lines. Assemble all remaining parts, and you are finished.



Styling Tips

"ROUNDED CORNERS"

#2. With just a piece of sandpaper, round off the corner until the shape suits you.



#1. Observe the very sharp, un-custom look of the pointed corner of this Chevy's hood.

#3. Hold the hood in place and with a piece of scrap plastic and your electric pencil, fill in the gap.

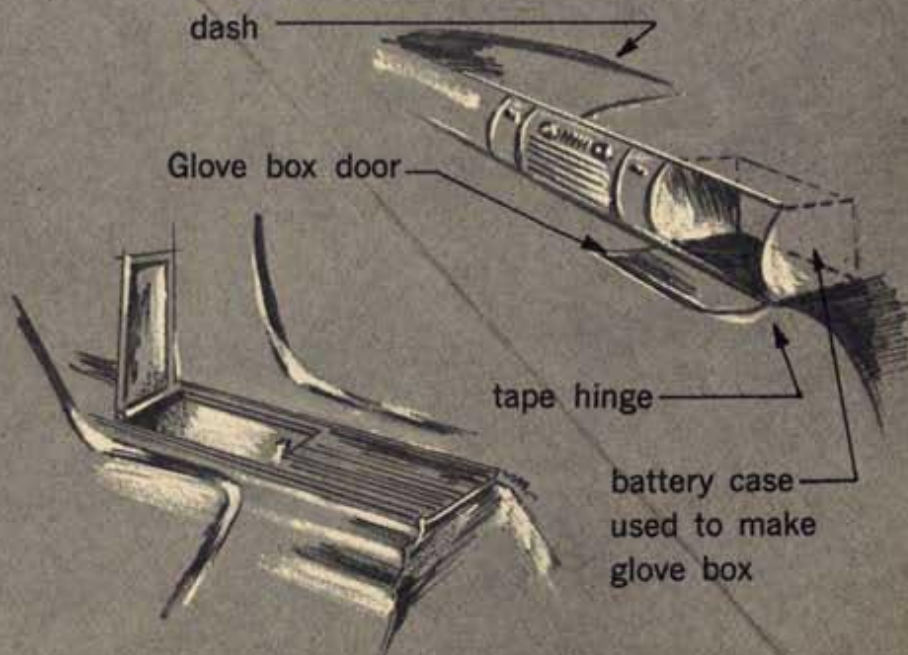
WORKING GLOVE COMPARTMENT

First take a stock dashboard and cut out the glove compartment door. This door may be used but if a chrome door is desired, it should be discarded. Take a license plate bracket and cut it to fit the glove compartment opening.

Next, take a battery case from one of the custom car kits (it comes as an accessory in many of the kits). Glue the open end to the glove compartment opening from behind the dash. This is your glove box. The box part may have to be sectioned, to make it either larger or smaller, depending on the size of the opening of the glove box. The door is now hinged using a small piece of masking tape folded double on the bottom edge and mounting door in place on front of glove box.

The glove box may be upholstered or painted depending on your taste. A final touch can be added by putting small items in the glove box or by mounting your accessory gauges in the back of the box.

One example of an open glove box: This one happens to be in a Ford or Chevy console.





#1. With a sharp instrument such as your X-Acto knife, carefully slide the trim piece from the watchband.

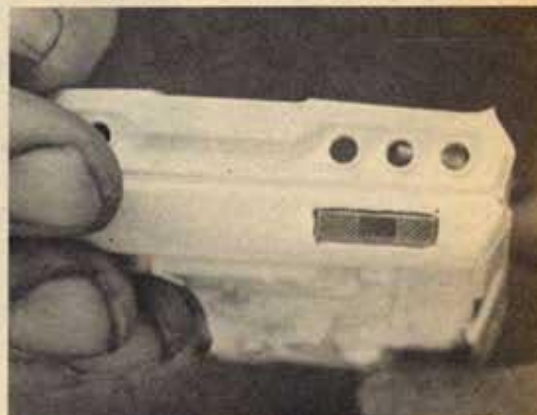


#2. Place the piece on the rolled pan and mark the outline with a pencil.

#3. After carefully trimming the hole out, force-fit the piece into place and the bumperette is installed.

"BUMPERETTES"

Most contest judges look for clever and original ideas. To be able to use a part completely foreign to the model is always unusual and always a potential "point-getter." Discarded watchbands are fairly easy to come by. Friends, relatives or perhaps the local jewelry store can help. And one watchband gives an awful lot of bumperettes.



Operating Antenna for Your Custom

Authenticity in a model car is more fully realized when items can be made to operate in miniature as they would on the prototype.

To build an operating aerial you will need an X-Acto knife, pin-vise or Moto Tool, drills, razor saw and files.

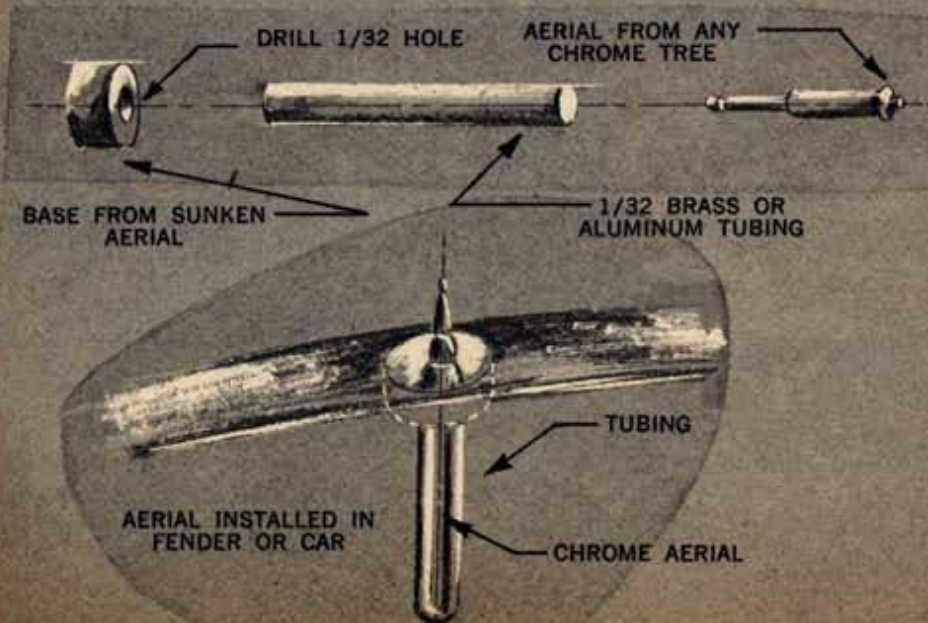
First, decide where to position your aerial. Once you have made this decision, it is time to begin work. From one of the many kits containing sunken aerials, cut the aerial portion off with an X-Acto knife. Find a drill that is the same diameter as the sunken

aerial base. If an exact drill is not available use one that is fairly close. Drill a mounting hole in spot chosen for aerial. Finish mounting hole with a round file. Test fit base every so often to insure a good tight fit. After a tight fit has been achieved, remove antenna base from hole.

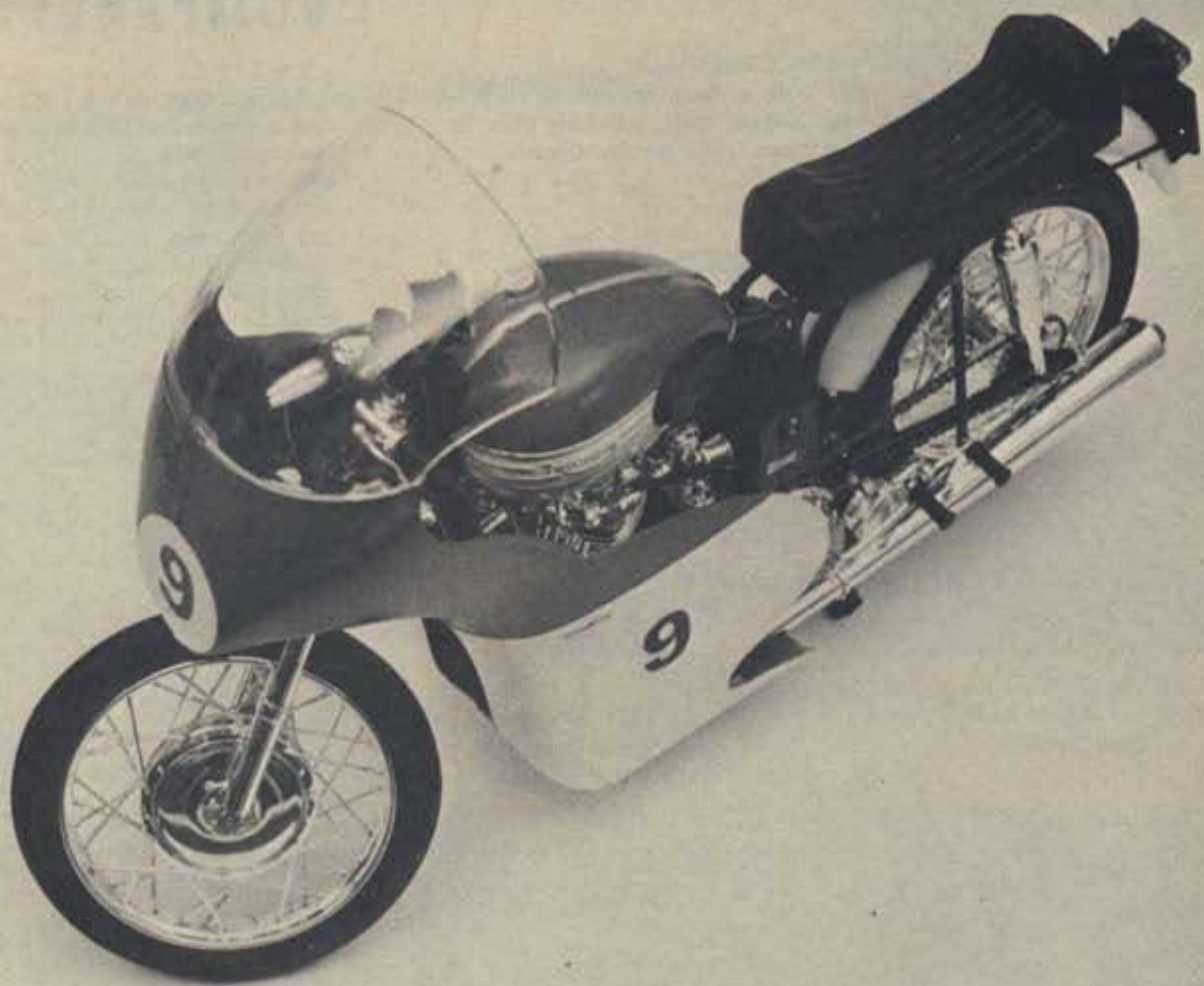
Choose an aerial from the many available on chrome trees. Next, obtain a length of 1/32 brass or aluminum tubing from your hobby shop. Drill a 1/32 hole in chrome base which we fitted into fender earlier, fit tubing into drilled hole. Lay chosen antenna alongside base and tubing, measure so that tip of aerial will be just above top of base in depressed position. Mark brass or aluminum tubing and cut with a razor saw.

Tubing and base assembly are installed in fender or area decided upon for aerial after car has been painted. A small dab of Vaseline is applied to the bottom end of antenna, to permit it to slide easier, it is then inserted into bottom of tube and pushed up into position.

You now have a working antenna!



BRUTE BIKE!



Build this "one off" road bike

Few things in the world of wheels are as "turned on" as motorcycles! And few motorcycles are as exciting as the *roadracing bikes*. There is a real brute-force look to a cycle, with all of the go-pieces laid out in the breeze for air to cool and our envious eyes to admire. One of the fun things of motorcycling is the mere admiration of mechanical excellence and form. Therefore, it is only natural that model motorcycles are the latest source of kit-building fun.

When the model you assemble

is almost life-size, (1/8 scale is pretty close to that) even more of the "works" of the real thing are open to even a casual observer. Show off one of these big beauties and your friends will really think you're an expert modeler. There's *soooooo* much detail it's unreal!

Revell offers a whole series of motorcycles in 1/8 scale, ranging from scramblers to roadracers, but, they have yet to produce a road racing Triumph. Honda yes, but not a Triumph. When a similar machine to Revell's Tri-

umph won the Daytona road race, we had inspiration enough to try to duplicate the winning bike by combining parts from Revell's Honda roadracer and their Triumph Tiger "street" motorcycle. If you prefer the "dirt" competition, the newest Revell Honda scrambler could be adapted following the same ideas shown on these pages to produce an accurate version of the "king of the desert" Triumph Scrambler. Either road or dirt, the end of this modeling road is truly big pleasure.



These motorcycle kits are in almost life-size $\frac{1}{8}$ scale. By using parts from each we can copy the type of a road racing Triumph that won at Daytona. These are the parts from the Revell #H1231 Triumph Tiger 100 kit that will be used. Caution — do not remove parts from runners until ready to use. The balance of the parts for our road-racing 'cycle are from the #H1234 Honda.



Set aside the streamlined fairing (big pieces in photo) from the Honda, and the fenders and tanks from the Triumph for painting so they'll be dry when needed.



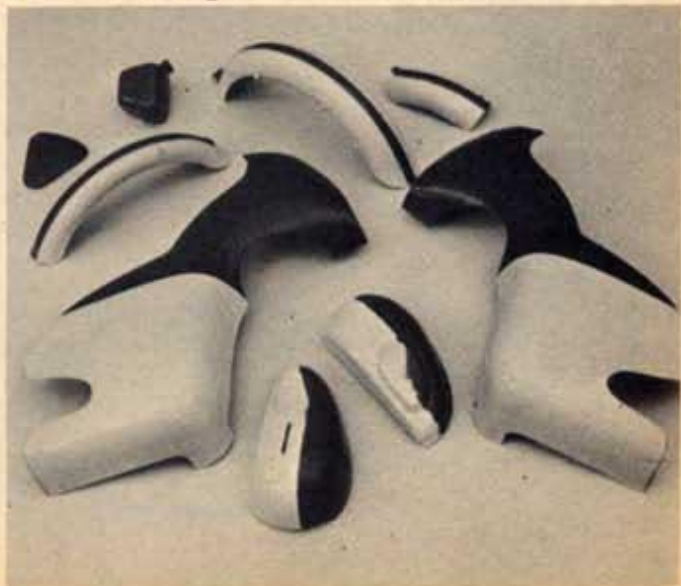
Sand all of the chrome from the gas and oil tanks with #600 wet-or-dry paper.

Use Scotch Magic Tape and paper to mask off the edges of fenders and bottom of the tank and fairing. Spray blue then remove tape.



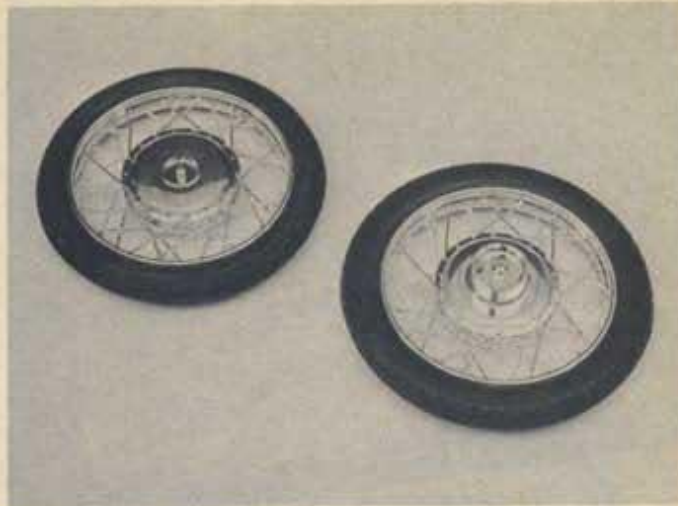
Spray the fairing, tanks, and fenders with a coat of white primer. Dry, then spray on two or three thin coats of white.

When the masking tape is removed, the fenders, tanks and fairing should be as shown.

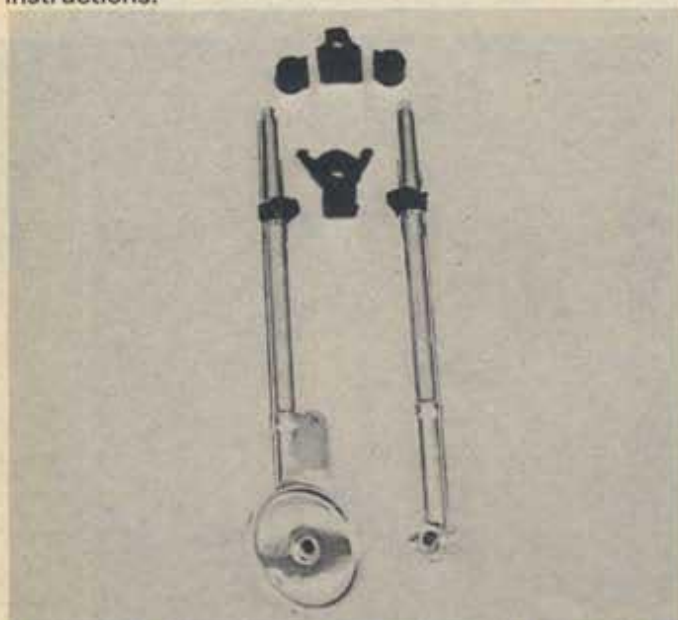




Use a sharpened typewriter eraser to rub away the chrome at all joining surfaces. Assemble the engine and cylinder heads exactly as outlined in Revell's instructions.

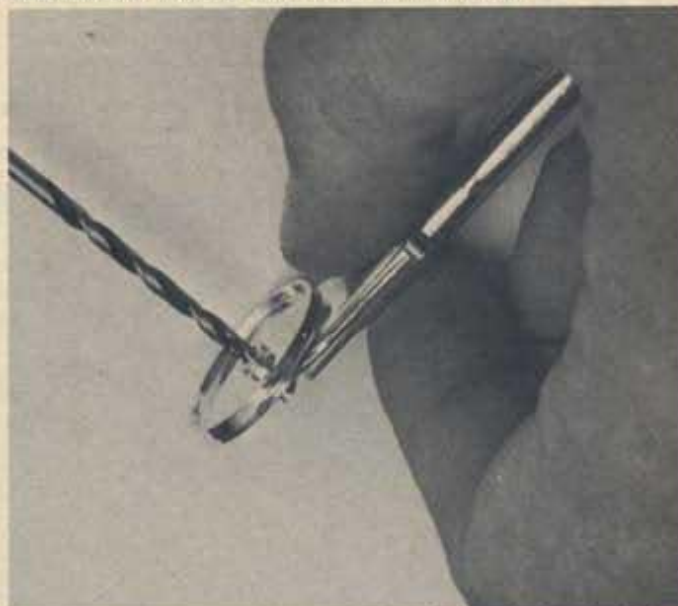


The Honda wheels and tires will be used.



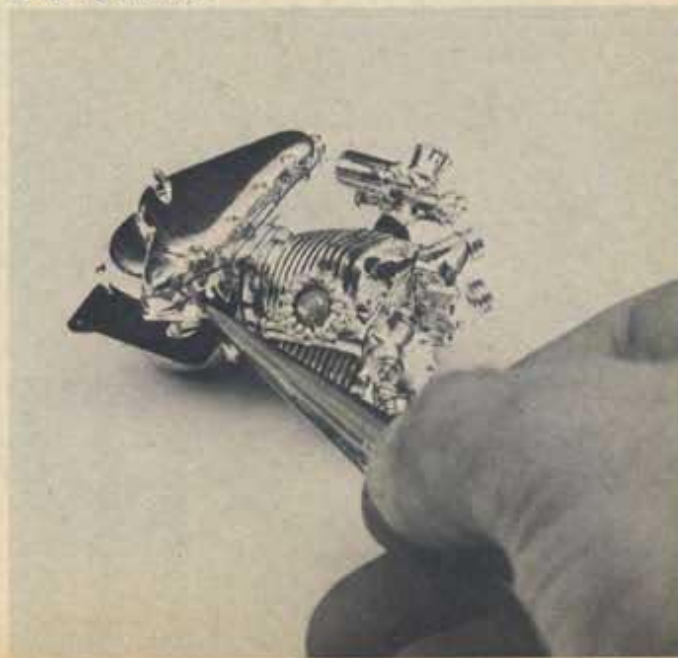
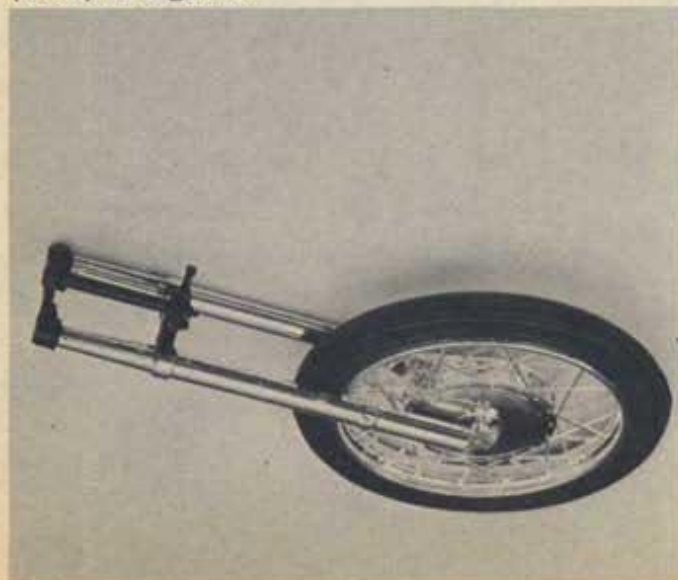
Assemble the Triumph forks, then cut the black top pieces as indicated here. Glue.

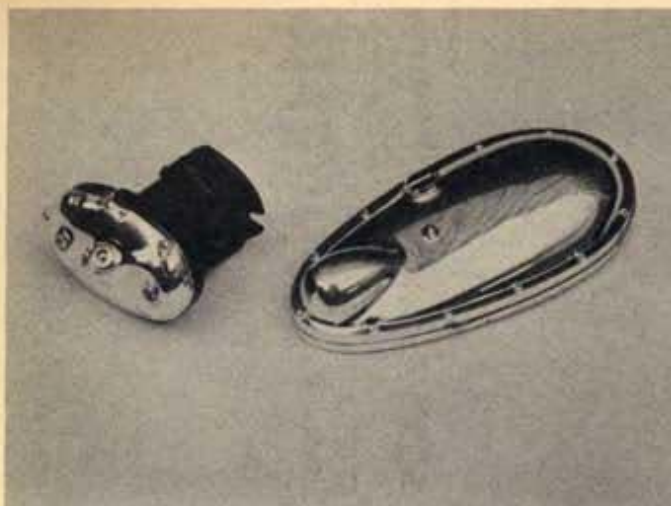
Assemble the Honda front wheel into the forks. Note the way the "sectioned" top mounting pieces (black) fit together.



Drill the axle hole in the Triumph forks to 1/16".

Assemble the balance of the engine parts. The generator is cut away from the front engine mount and the tachometer drive from the Honda substituted as shown.

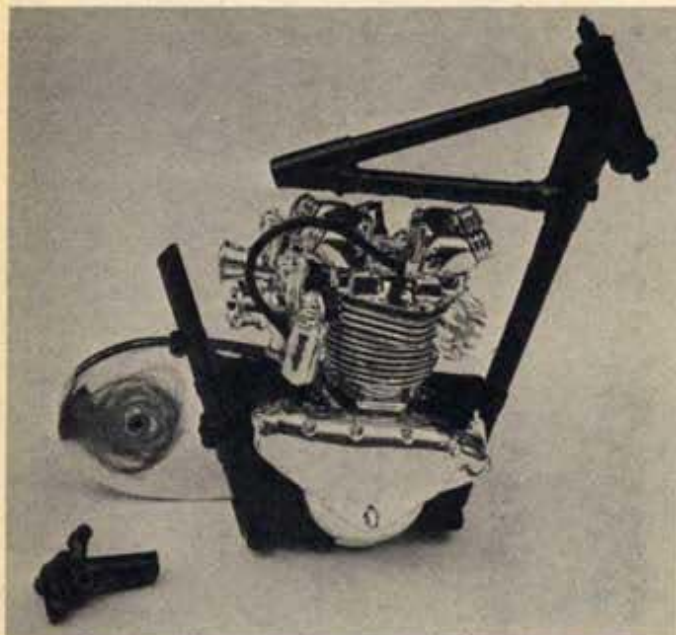




Glue the chaincase and transmission parts.

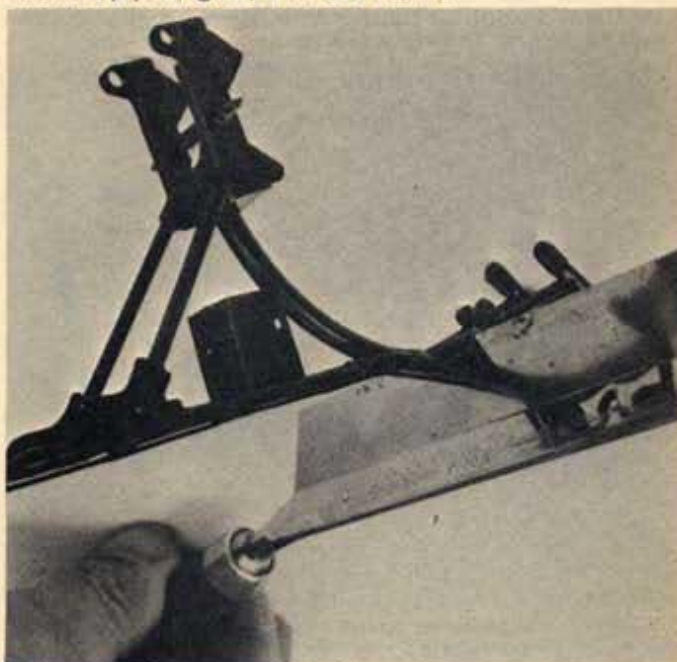


Scrape the chrome from the joining faces of the exhaust pipes, glue, and set aside.



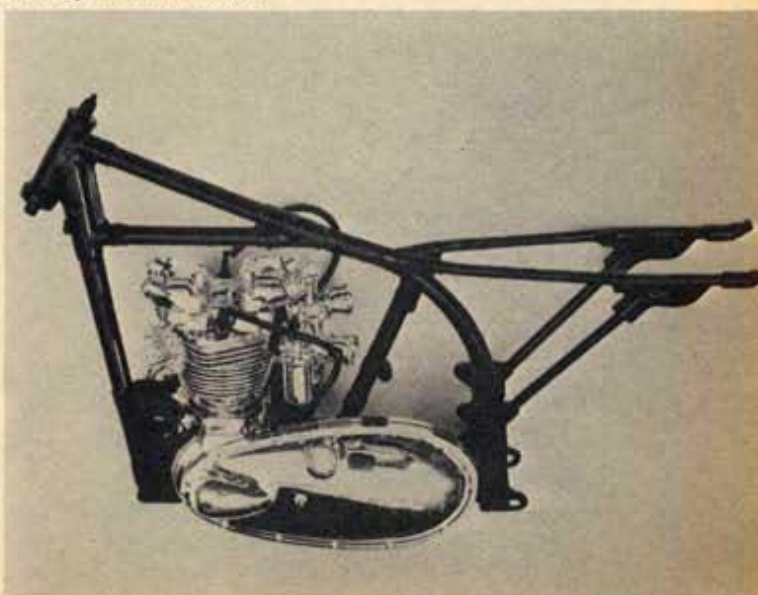
Place the Triumph engine in its frame in the sequence outlined, then cut off the seat mounting lug at these exact angles.

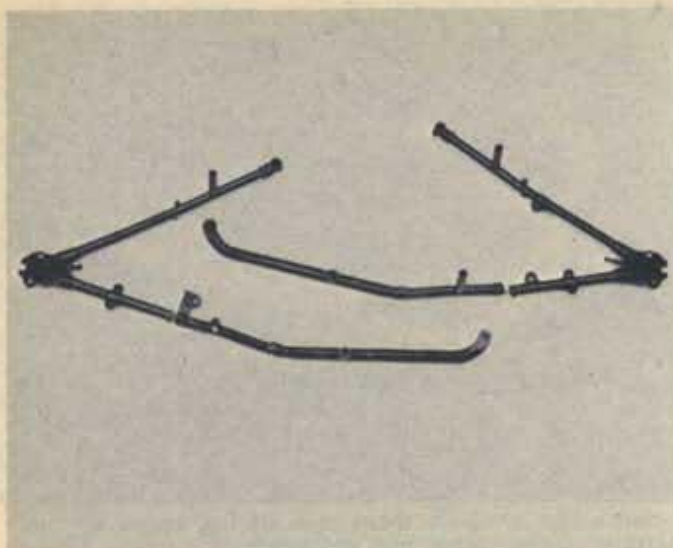
A short piece of scrap plastic will be needed to match the angle of the two frames. Mate and glue together.



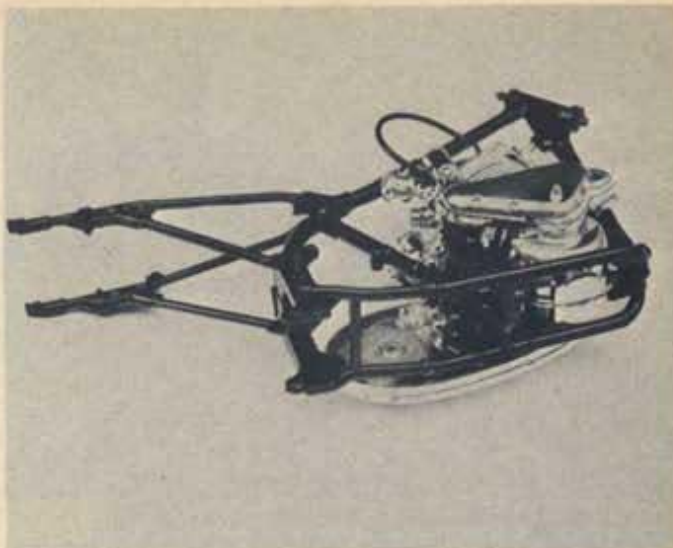
Cut the Honda frame level with top braces.

Note how the rear of the Honda frame is mated to the front of the Triumph frame. Trim away Honda battery mounts also.

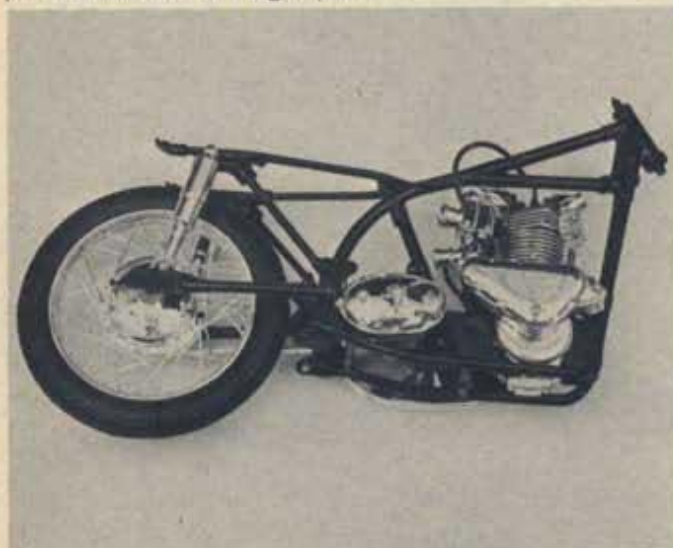




Cut the Triumph bottom frame pieces apart at the point shown on the right piece.

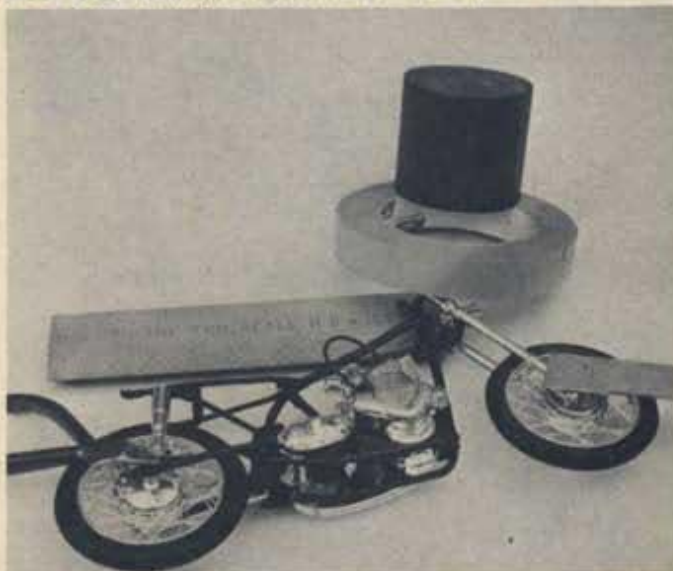


Glue the Triumph bottom frame in place.



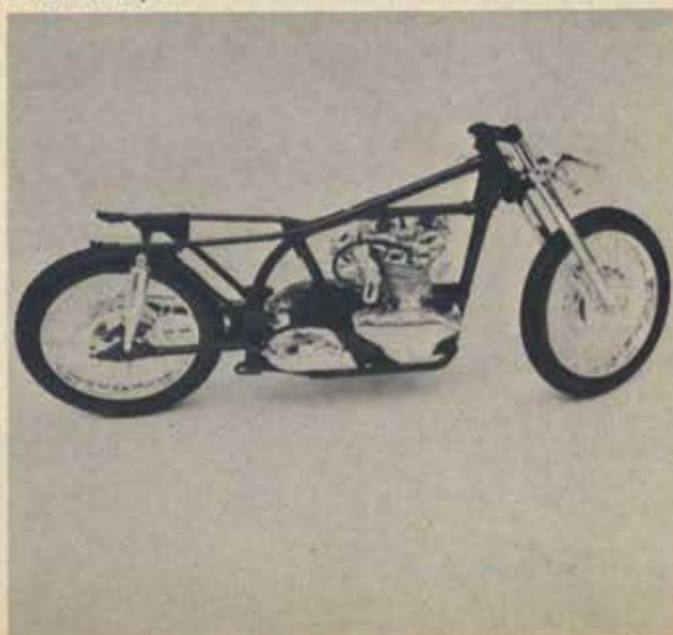
The rear suspension arms are glued into place and rear wheel positioned per Revell.

Be sure to position the handle bars before the front forks, make final glue-fit later.



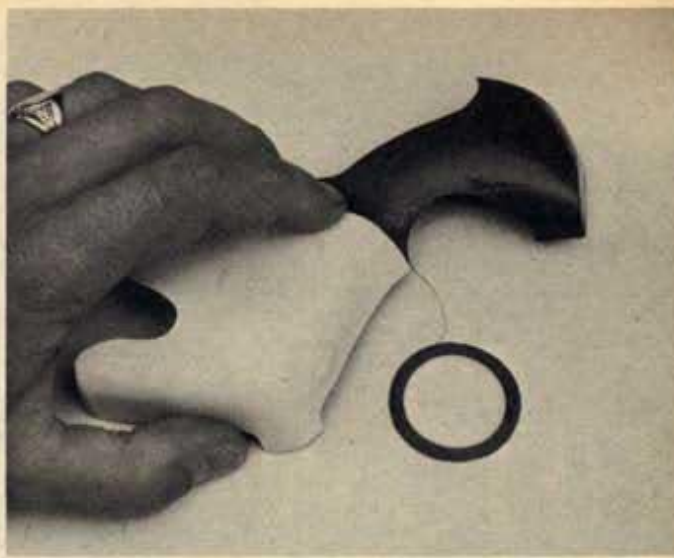
The front forks and wheel can be added and the entire frame blocked and held in alignment until glue dries overnight.

The complete basic frame and engine are beginning to take shape.





Glue both exhaust pipes to head, hold with masking tape until glue dries.

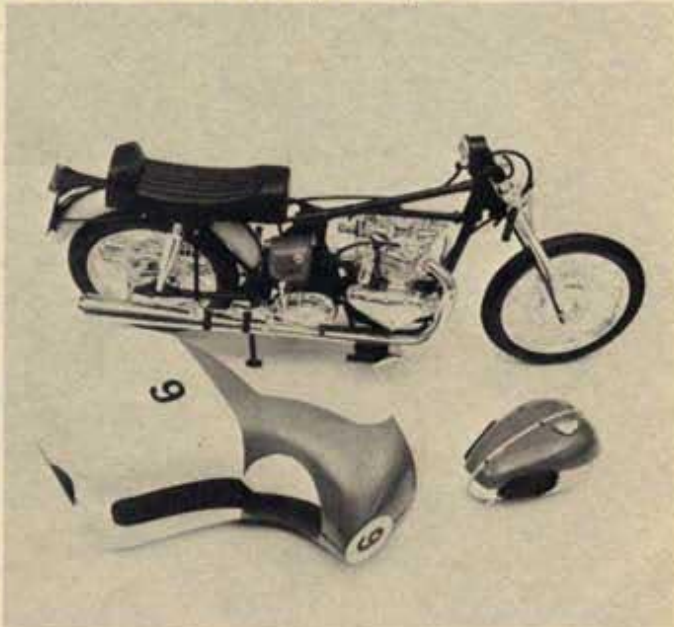


The pinstripe lines between colors on the fairing, tanks, and fenders are 1/64" tape.

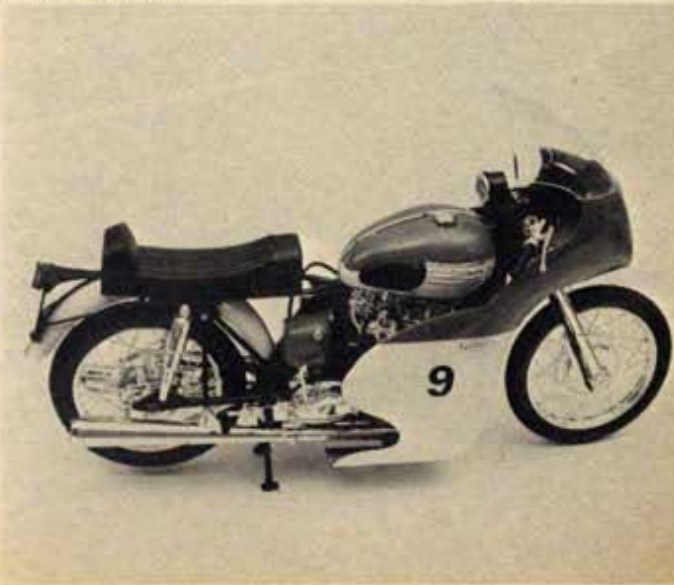
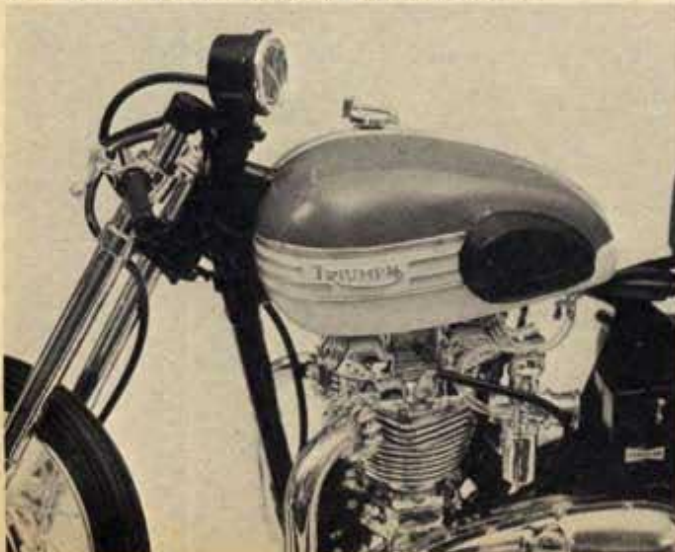


Add the megaphones (they're not mufflers, but exhaust-tuning), braces and fenders.

There is really something substantial about these huge 1/8 scale models. They're about as close as you can come to reality for only a few dollars.



Finish all details such as pedals, cables, and mount for fairing, then decal and paint on details of tank. Fairing halves are taped together so they can be removed later.



A car of the future, today — the Astro I. The Styling Division of Chevrolet has produced a sure winner.

Now AMT duplicates the Astro I in 1/25th scale. Their usual precise planning is incorporated into this kit. The body hinges in the same manner as the real car. The seat attaches to the inside of the rear body half. The rear body is also hinged so it raises and lowers to view the interior and

engine!

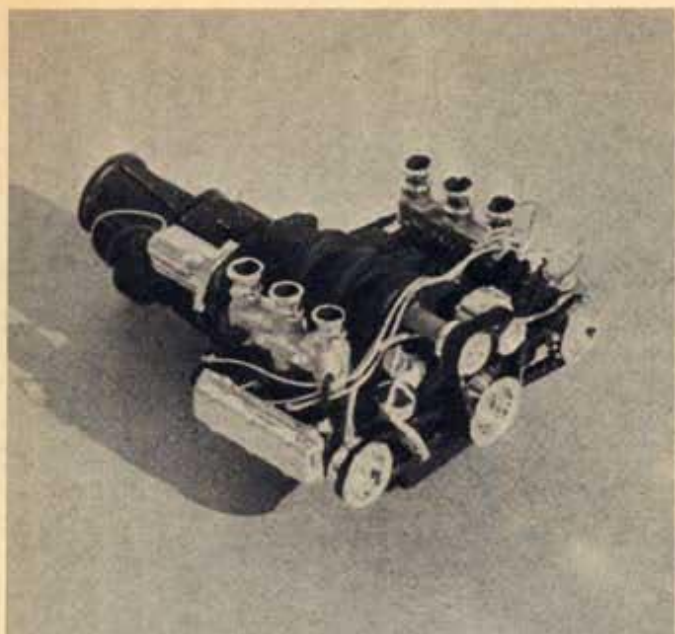
The low silhouette of the car is not so apparent until you see it beside another 1/25th scale car, hence the photo of the Astro and Corvette. Corvettes are fairly low, but the Astro literally sits on the ground.

The kit is quite easy to assemble and gives a wild finished product. Why not get yours and see what you can do with tomorrow's car today.

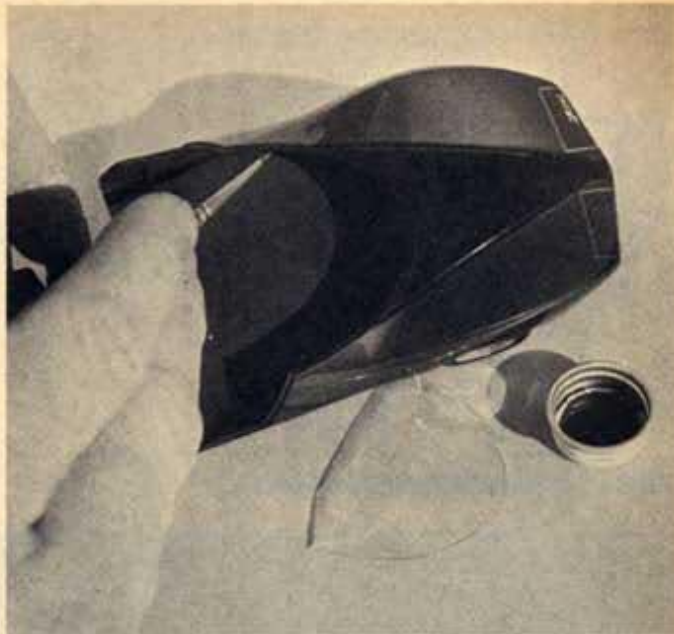
A close look at a SHOW STOPPER

By
Don Emmons





Engine was wired using thread for spark plug wires. Engine and transmission are painted flat black, likewise, belts between pulleys.



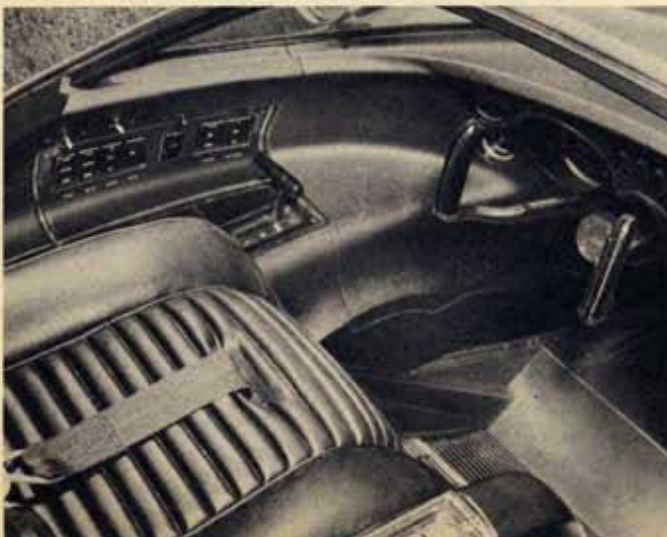
The easiest way to hold windshield in place is to paint the groove with black paint and set the windshield in it. Note the V-shaped area on the body is also painted gloss black.



Interior and engine are ready to be put into body. Spray flat black first. Chrome-silver paint should be brushed on the instruments and seat belt buckles.



Glue the seat unit to the top of the rear body section. The seat raises when body is raised. What a wild way to open a door! Low silhouette of the Astro is very distinct as it sits next to the Corvette. The real Astro is only 36 inches high.

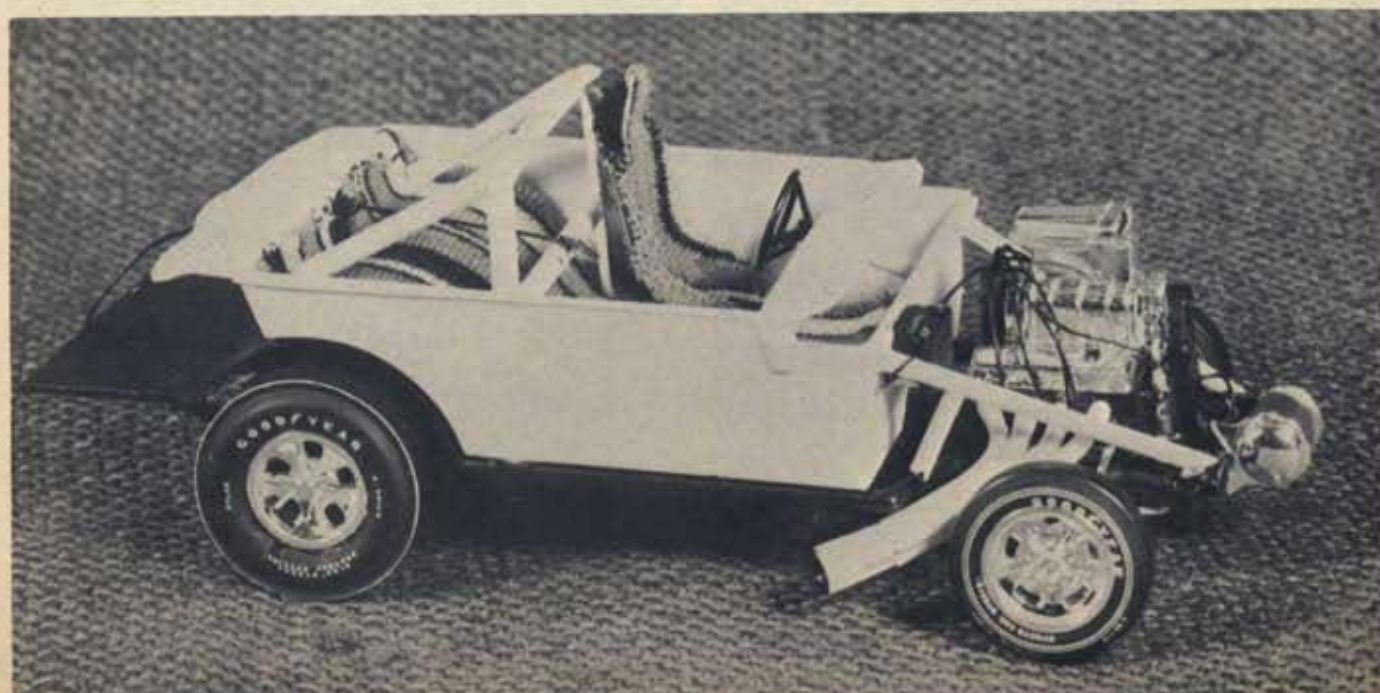




Concourse Judge
Ellen Rose

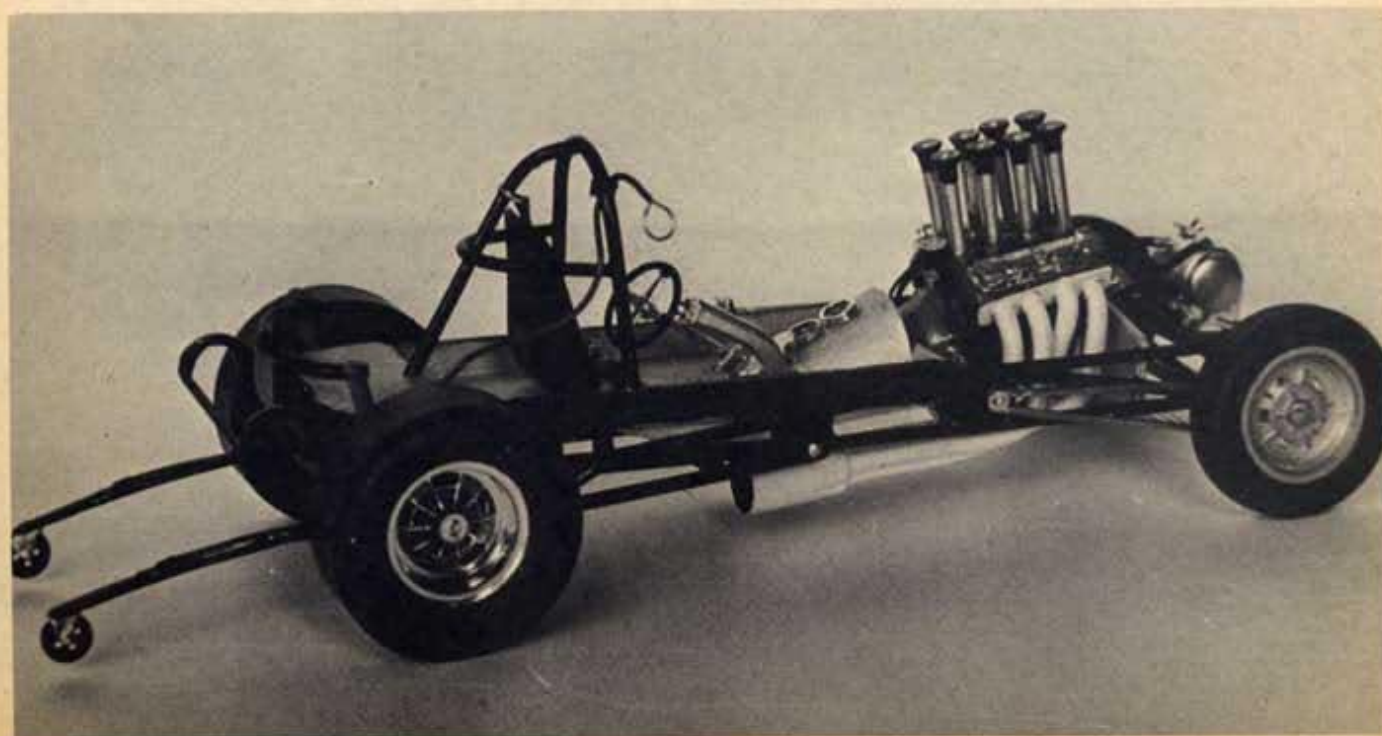
MODEL OF THE MONTH

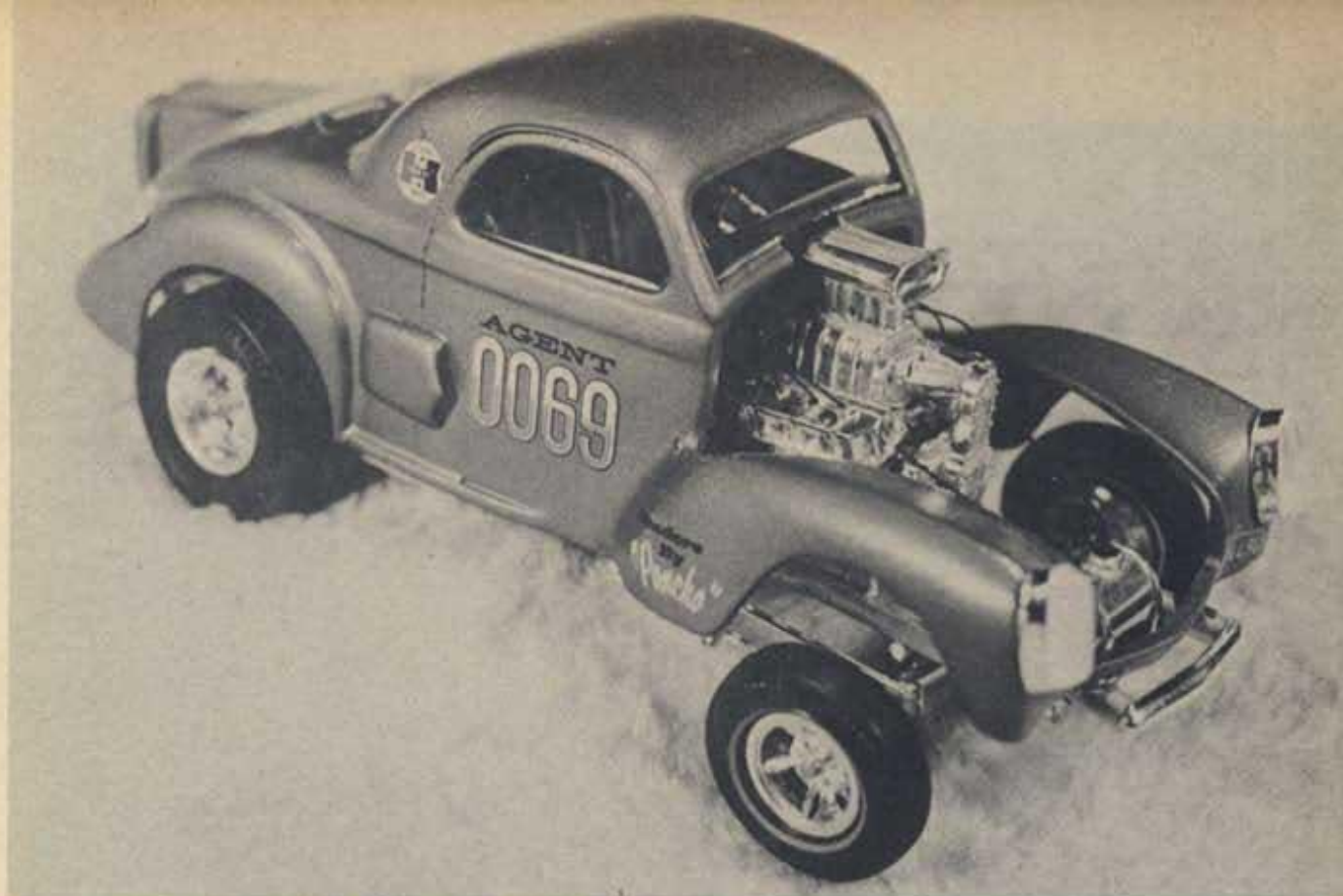
George E. Miller, Jr., P.O. Box 64, New Market, Virginia 22844, is our contest winner this month! His Chevelle is a beauty and we think you'll agree he deserves our \$25.00 Savings Bond. The interior consists of one bucket seat, a roll cage, tachometer and other necessary gauges. George used material of stripes to upholster the interior. The engine is a blown 327 Chevy, fully wired. The exhaust headers have hollow ends to add still more detail. Three coats of paint — metal flake orange, and underbase for metallic lime green — gives the car a brownish color with a greenish tint. George, your Savings Bond is on the way. Congratulations! You should be very proud of this winner!



"The Tarantula" was entered by Wallace P. Jackson, Jr., of San Pablo, California. The model started out as a '67 Corvair Monza from AMT, but as you can see, Wallace turned it into a very unique model. The chassis and engine are from Revell's custom parts kit. The chassis was custom fitted into the Corvair body. The engine is completely wired. Insulated copper was used for fuel lines from the fuel block to the fuel pump, then to the fuel tank. Aluminum tubing and piano wire are fittings for the

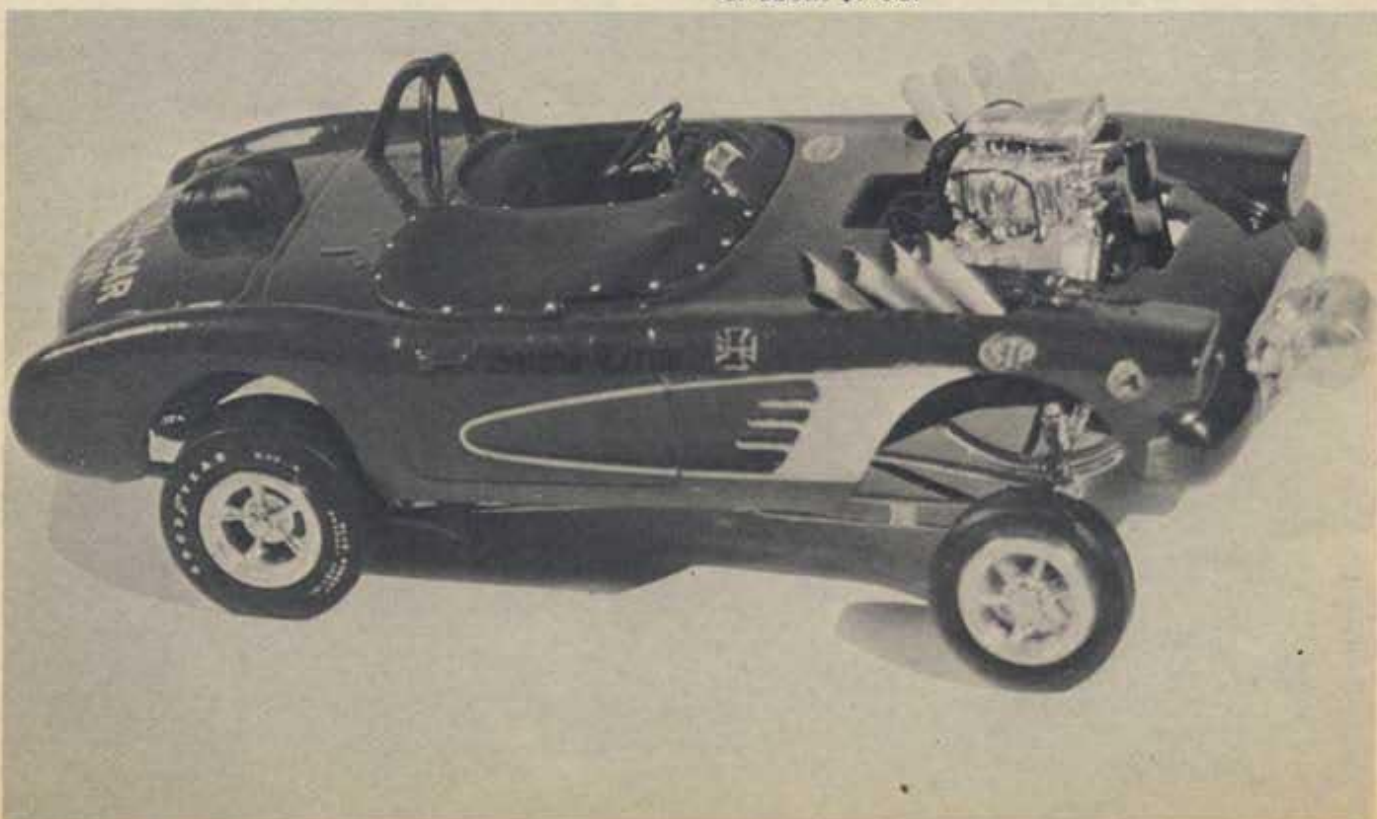
fuel lines. Seat belts and shoulder harness were made from masking tape. Copper wire was used for the buckles. The rear window has slots in the base to relieve built up pressure at high speeds. The car is a two-tone combination. Most of the body was sprayed with a gold base undercoat, then covered with candy turquoise. It turned out a wild green, which really gives Wallace's car a custom look. A lot of hard work, detailing and ingenuity went into your car, Wallace, but the results are certainly worth it!



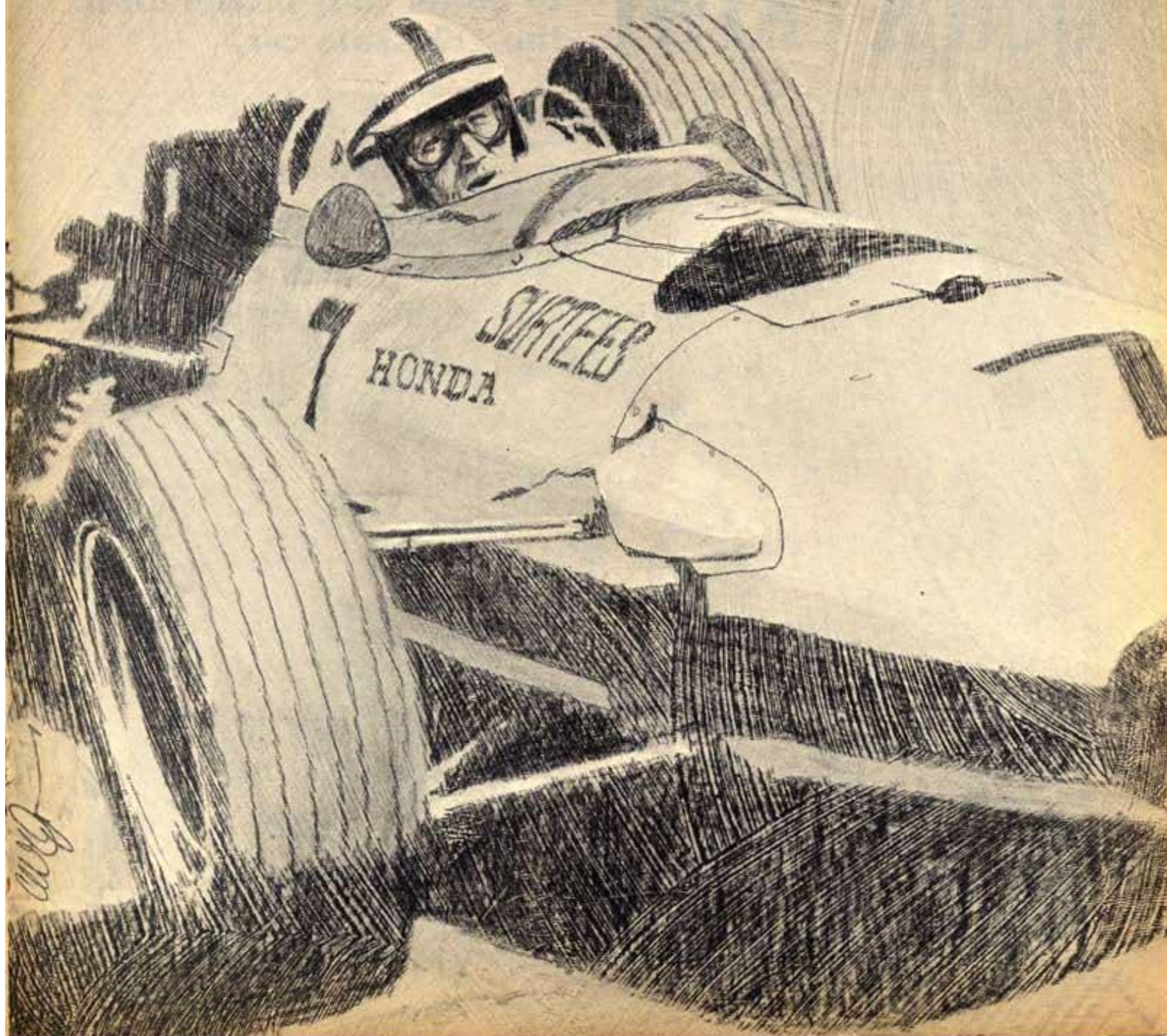


Dave Gelinas of Everett, Washington, entered his "Agent 0069." The car is a 1941 Willys. The front hood was removed to keep the 426 Pontiac mill cool. The two side scoops were hand made, and are hinged to open and close when the door opens and closes. The interior is a gloss gold with a flat roll bar.

Graddy Dudderar, Queens, New York, owns "Satan's Terror." The '60 'Vette has a 427 engine which is fully wired from spark plugs to gas lines. The firewall and gas pedal are also wired. 17 coats of candy apple red paint were applied. The front headlights were filled in with putty, and a slot on each fender was cut out for the headers. Graddy spent 25 hours on "Satan's Terror" for a total cost of about \$7.00.



MODEL CAR & TRACK



Bruce McLaren's outstanding new M6A McLaren Can-Am cars nearly made a "grand slam" of the '67 Can-Am series, taking every race except the final event at the Stardust Grand Prix track in Las Vegas, Nev. This monumental "hat trick" was possible because of the McLaren team's unwavering attention to detail and preparation during the period of time prior to the start of the Can-Am.

The new McLaren racer uses monocoque construction, a "first" for McLaren. The body is molded in fiberglass, and the final shape is clean

and simple, with no vents, diaphanes, or spoilers to mar its appearance.

Hulme's car has a slightly longer wheelbase than McLaren's, 93" to 91". Both cars use cast magnesium 15" wheels, with Goodyears all-around, measuring 8½" in front, and 12" or 13½" (driver's choice) on the rear. The wheelbase measures 65" front, and rear. Tire diameter is 25" front, and 26" rear.

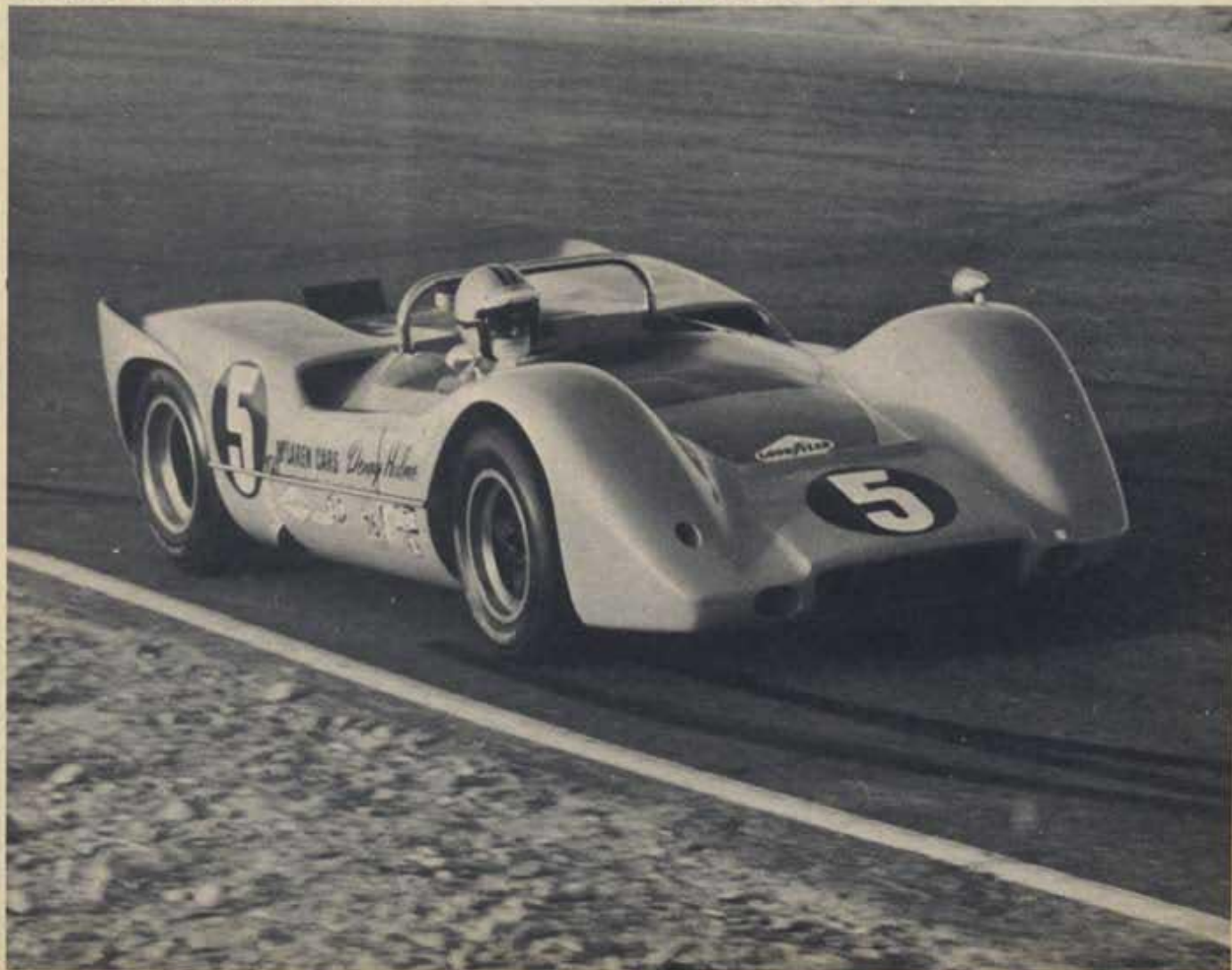
Lancer has just released the new clear plastic McLaren M6A in 1/32 and 1/24 scale, so you can get right to work!

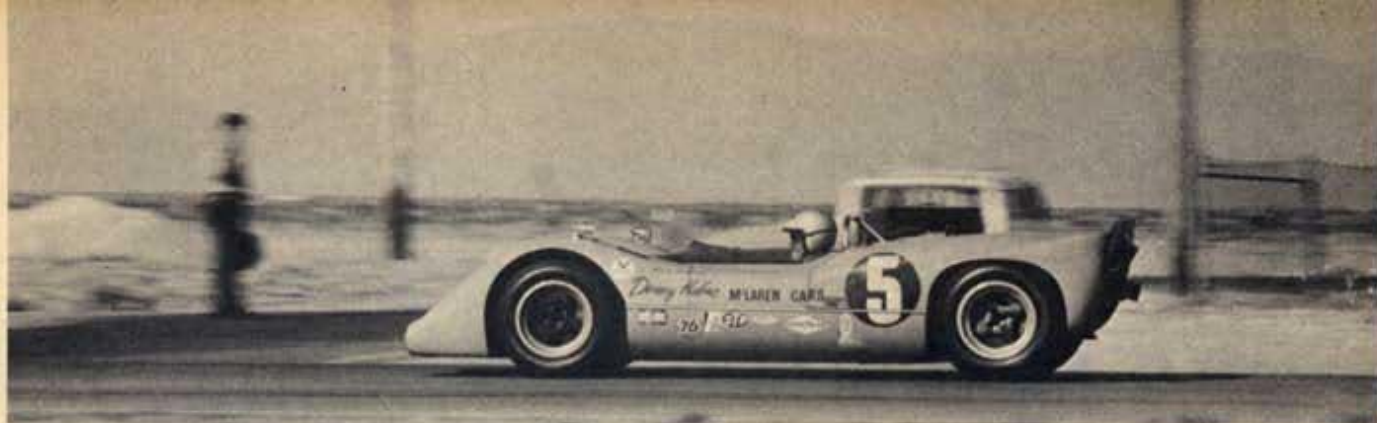
Denny Hulme's McLaren M6A is low, quick, and beautiful! Here's what you need to know in order to detail your model after the 1:1 scale car.

THE QUICK KIWI

Trying to catch Hulme's gold-orange #5 McLaren at rest proved difficult. Here Denny takes the "Quick Kiwi" around the Stardust Grand Prix course in somewhat of a hurry — Denny's usual method.

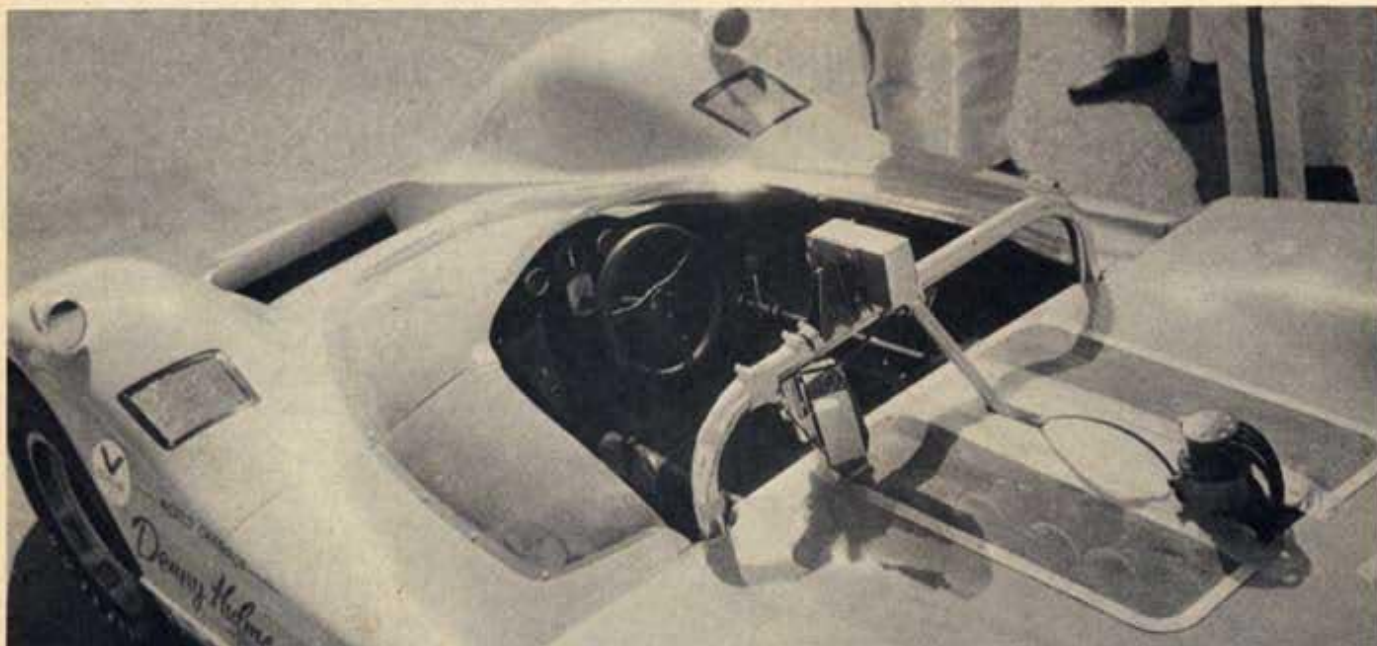
Hulme's car features white numbers on dark green fields. You'll find Goodyear tires, with white lettering, mounted on flat black wheels, with silver rims, wheel bolts and nuts.





The windshield is done in a green tint. A chrome strip separates the body panels, and chrome mirrors and a chrome rollbar add sparkle to this Can-Am contender. The fender vents are covered with gold

screening. The back of the radiator in the nose and the exhaust pipes should be painted flat black. The oil cooler in the rear deck is silver. All body lettering is done in dark green.



DETAILING THE M^CLAREN M6A

Drop Lancer's new lightweight body over your favorite competition chassis, and you'll have a real "show 'n go" machine!

By Robert Schleicher

THE CAN AM CHAMPION sports-racing car is about as "in" a model as we race enthusiasts could ask for. It is a really unusual design from the exterior, with a "scooped" front and raised tail, to, at last, a full size car that is not red or blue or white; but blazing *orange*.

So far, only two of these cars are being raced. One has a number 4 in black on a white circle most often appearing on builder-driver McLaren's car. A number 5 in white on a dark green circle is on teammate Deny Hulme's car. The photos show you how to paint the unavailable green circles.

The chassis used is the very latest from Champion of Georgia and is sold as either a kit, including an assembly jig, or ready-to-run as pictured here.

The body is, of course, one of the 'cheater' bodies from Lancer that is longer, lower, and wider than scale and advertised as such. It is of the new thinner plastic for lighter weight. Lancer also offers an exact scale McLaren in regular thickness clear plastic with their now-standard interior and engine detail vacuum-formed to fit (the 'cheater' is too low for this detail).

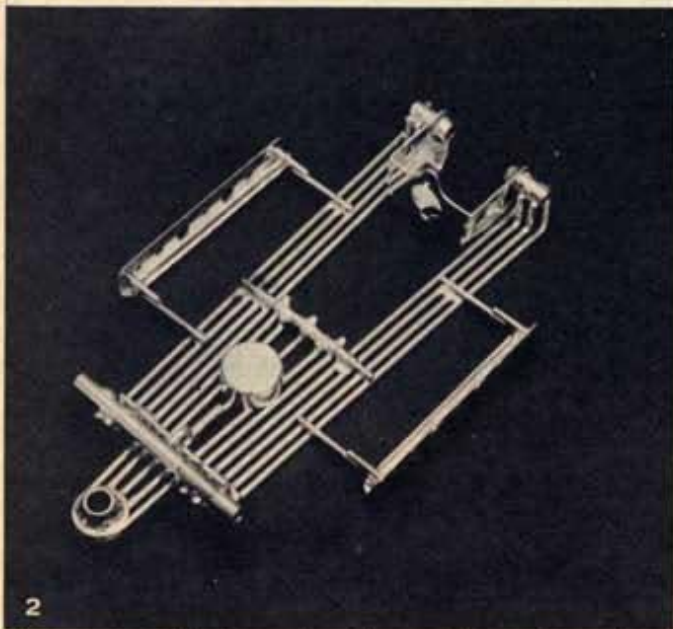
Dynamic's four-spoke wheels are very close to the McLaren design to add the "super" detail touch.





1

Collect a Lancer "Long-Wide-Low" McLaren MkVIA body, Champion jail-door chassis, Mura Magnum 88 motor and Dynamic wheels.



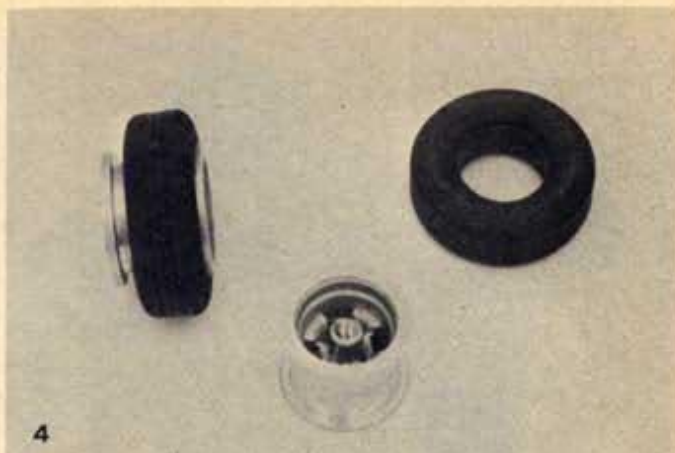
2

Champion #285 frame has the weight and bracing of a winner. Also sold as kit.

1968 Mabuchi 16D is basis for much-modified Mura motor used by new 'pros'.

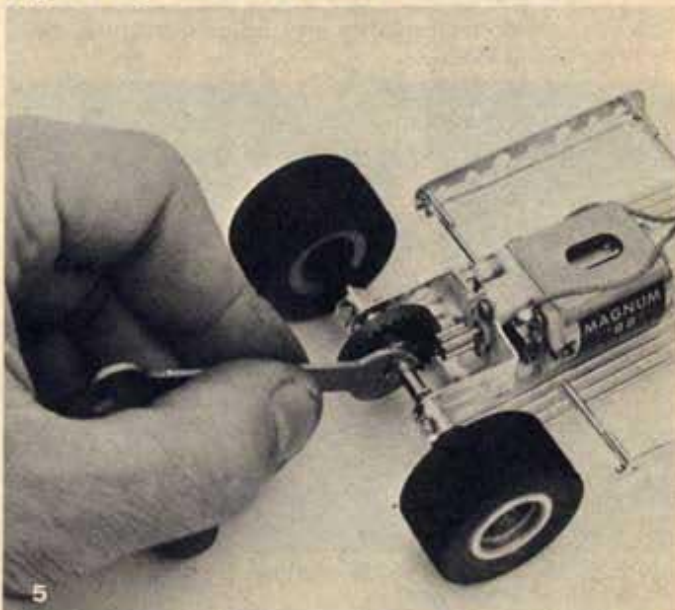


3



4

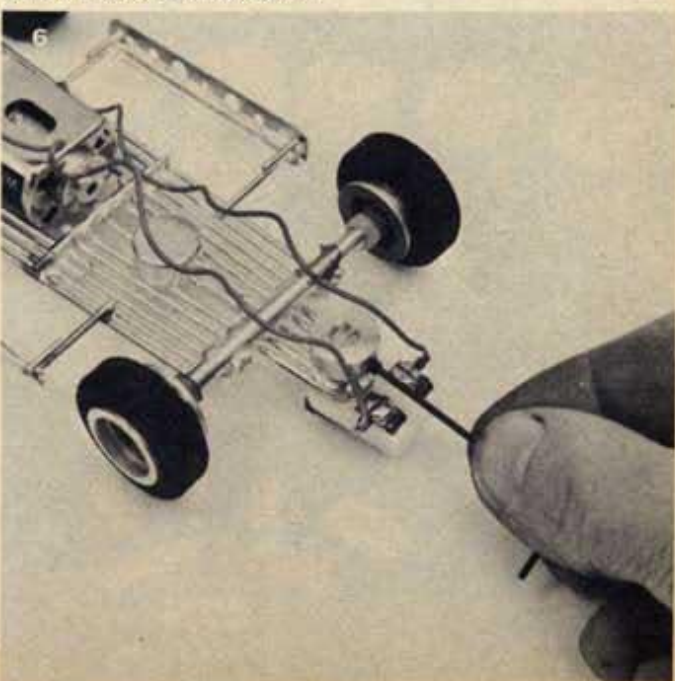
3/8"-wide Russkit front tires are epoxied to outer edge of Dynamic front wheels.



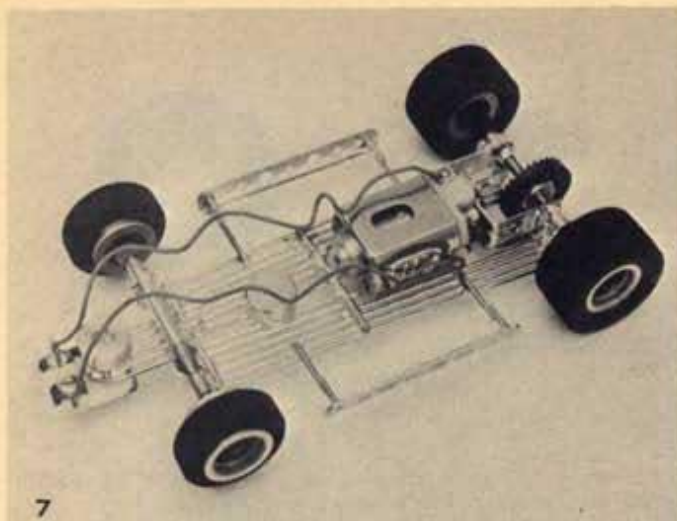
5

Champion's collet-lock crown gear is adjusted and set tight.

Extra weight is added to drop arm with heavy set-screw brass pickup collar.



6

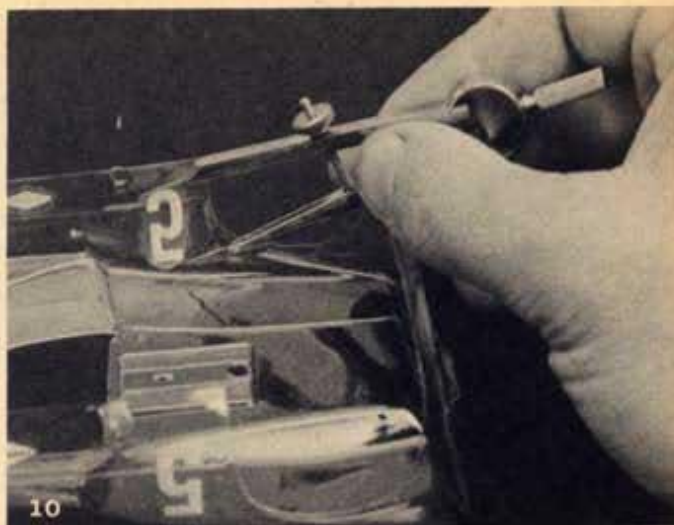


7
Run-in chassis, truing tires and adjusting braid, before mounting body.

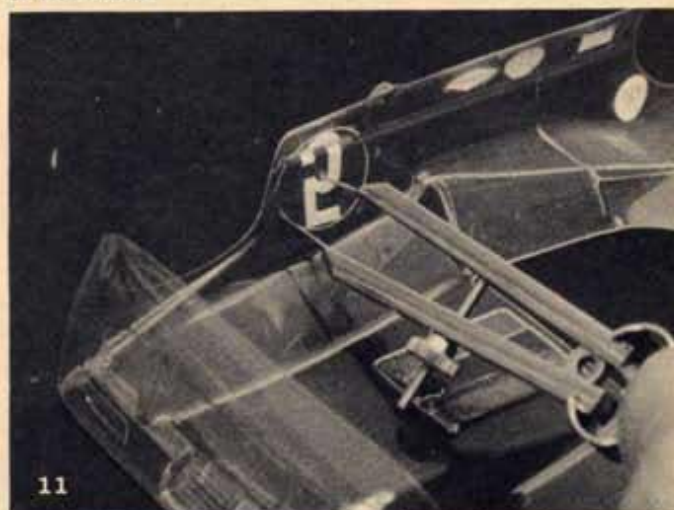


8
An Exacto "hook" blade makes trimming cockpit work quick and easy.

Thin-down Ulrich paint about 1/2 to avoid warping thin body. Cut decals to suit.



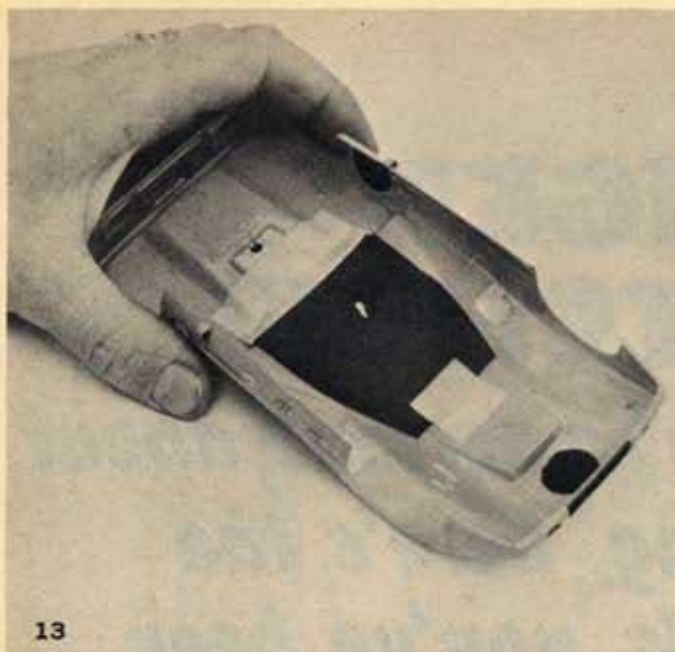
10
A pair of dividers (or a compass with two metal points) is set about 1/32" larger than diagonal size of numbers.



11
Reset dividers (or compass) to half of previous measurement and use to scratch a circle around number as shown here.

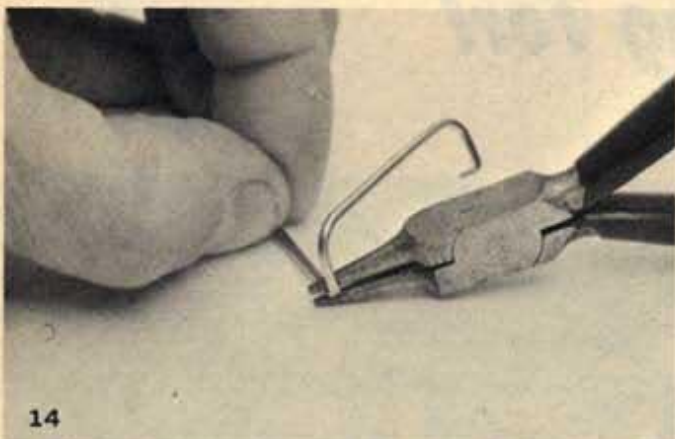
Scratch provides a tiny dam to help control flow of paint for circle to ease 'impossible' chore of painting circle.





13

Finish painting inside of body, detail driver, and tape in place inside.

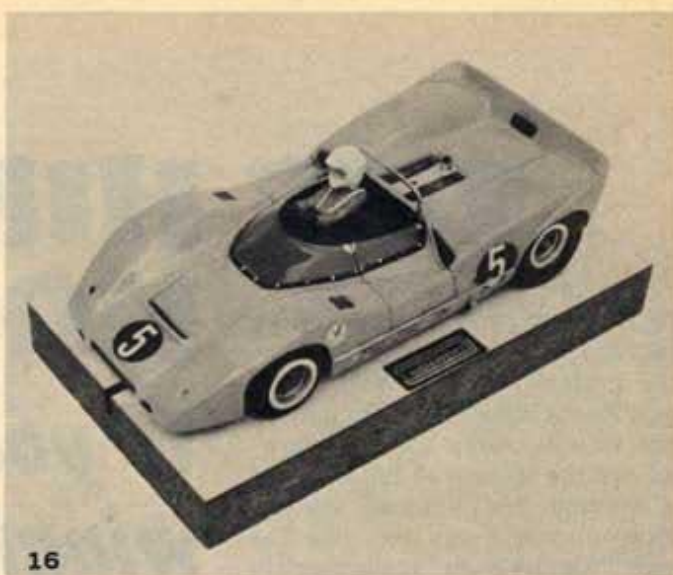


14

Use 1/16" diameter plated K&S brass tube for roll bar. Bend to fit notches in body.

Carefully adjust body to clear all four tires and to level, then insert straight pins.

15



16

Set car on test block to double-check all clearances, pickup depth, etc. before running.



17

Model McLaren lacks only script on sides to exactly duplicate Hulme's winning car.

Photos in January '68 MODEL CAR & TRACK were most helpful in adding decals, numbers.



THE HINGED HOTSHOT

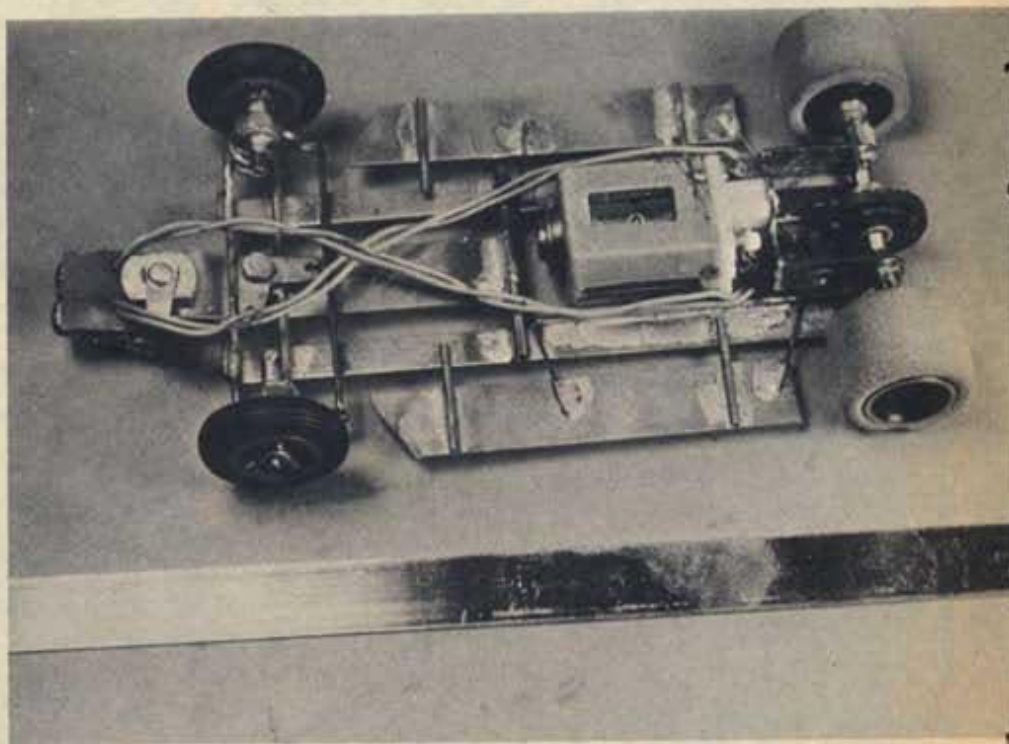
The last pro race brought to light a new concept for winning races. In a convincing win over the majority of the West Coast and East Coast teams, Dynamic's hot thumb, Jerry Cowan, showed off the improved handling of a moving body mount system. Now almost every car has the new "Sloppy Sam" mounting rig installed from the Steube-Check-point team to the little "nooses" at Revell Raceway.

The point behind all of those loose-fit bodies is one fully race developed by the Dynamic team and now marketed by Dynamic as "Sloppy Sam" body mounts for their cast frames. By allowing the body to "give" in response to the force applied when cornering, it lessens the tendency for the frame to want to hop out of the slot just that much more.

With the current outrigger style body mounts now in popular use it was one simple step to sever the connection and substitute a hinge. With this principle the slotser actually takes on a more realistic look as the body "floats" about above the frame.

The MC&S Team tried both the stock Dynamic outrigger and the scratch built type. The Dynamic conversion is a quick and simple operation. A tube of 1/16" brass, with a piano wire in it, is used as the hinge. Cut the brass as in the photos to fit into the outrigger and then cut off the outer portion with an X-Acto razor saw. The important thing to remember is that the piano wire is to be soldered on the outrigger first. Then saw away. As a final touch after the bolt-on installation, the rear of the mount should be anchored to the frame in the system described in the Dynamic article in the Jan. 1968 MC&T. With the scratch chassis it's even easier, as no

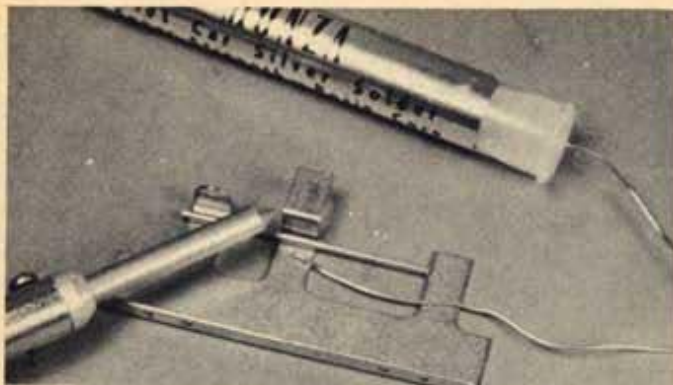
If you're serious about winning, here's the chassis you've been waiting for!



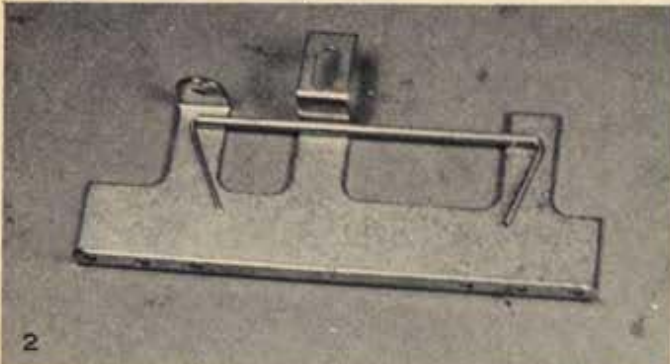
cutting is necessary.

The one problem with the plate outrigger of the scratch car is the mounting tubes can't be soldered to the plate without shims, because of the amount of flex in the body when the system functions. When the body is required to absorb so much abuse

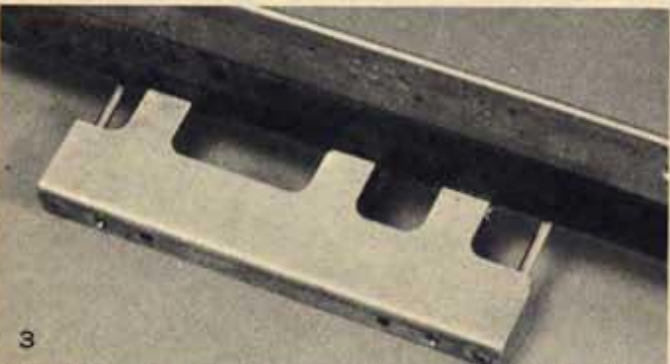
it can tear very easily, particular in the new lightweights. With either a shim piece of .032" brass or by slipping the 1/16" tube into a 3/32" tube and reinforcing the body with small squares of body type plastic, you shouldn't have too much of a problem except in serious wrecks.



Cut and fit a piece of 1/16" tube to the Dynamic outrigger and solder in place.

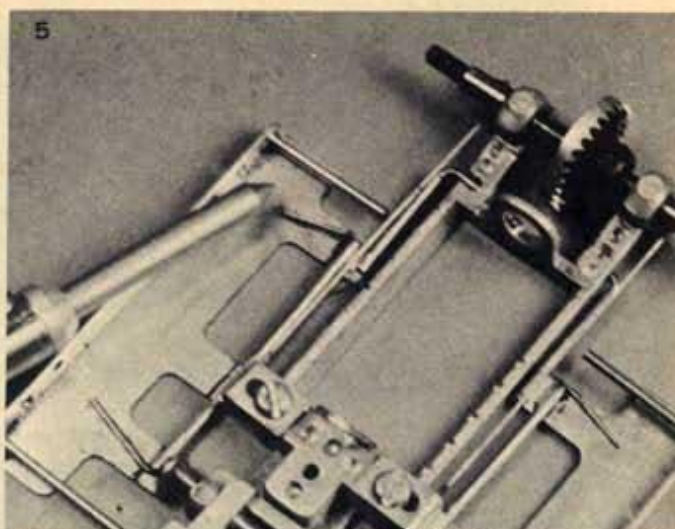
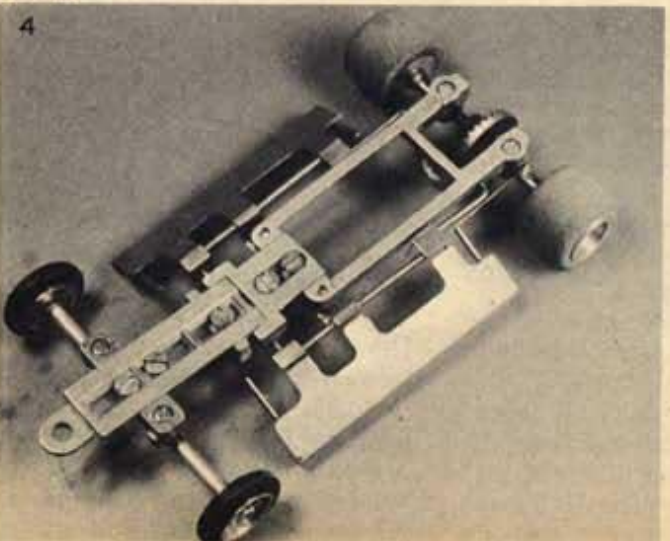


Insert a length of piano wire and bend it at 60° angles (approx.) at both ends. Solder them from their tips into 1/4".

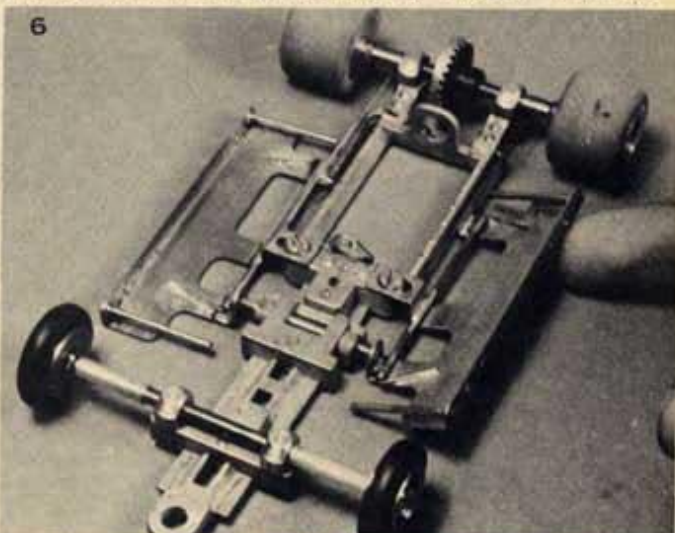


Slice the outrigger in two with a saw, just 1/16" in front of the tube.

The rear of the mounts have been anchored with 1/16" tubing in holes drilled just ahead of the pillow blocks.

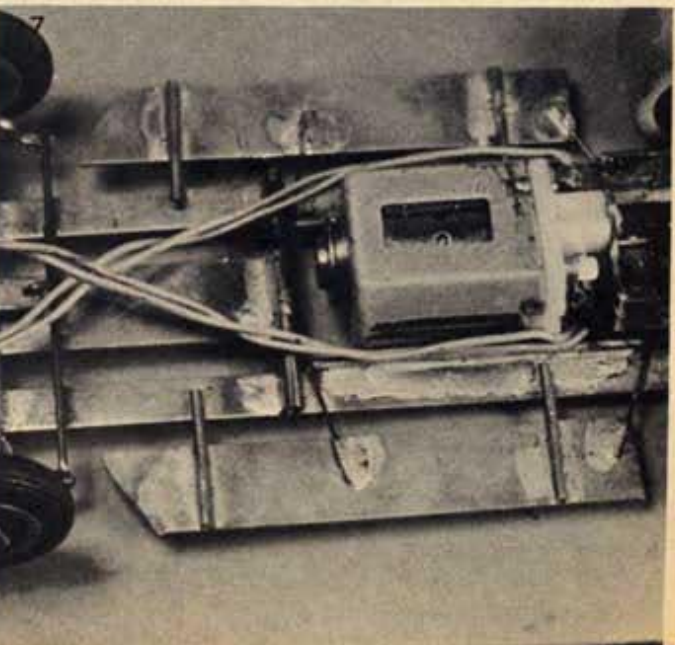


Tubing was used for pin mounting the body. Put a sharp kink in the pin to keep it "snugly" in place.



Here you can see how the body mount functions. The body can lean in a curve, or "float" down a bumpy straight.

Using the same 1/2" wide .032" plate so often used in my chassis, a "rock and rolling" body mount is made the same as the Dynamic.



THE WORD FROM THE WEE WORLD



This is the first regular HO column to be seen in *Model Car & Science*. Ray Hoy has finally admitted that there are cars smaller than 1/32 scale. And so, followers of the "True Scale," stay awhile and walk through the wee world with me. Remember to take notes, there may be a test after the field trip.

Have you seen the new Simco HO rewind wire? This stuff has to be the greatest thing to hit HO since AJ's silicones. My first wind (375 of #38) came within one-tenth of a second of the lap record at my track. A little more and . . .

No matter what you may think, rewinding is a snap, especially since the insulation on the Simco wire is *solderable*. Just remember to keep the winds *tight* and to put the new wire on the opposite of the way you took the old stuff off. You might also need to know that a stock Aurora armature has *approximately* 475 turns per pole. If you'd rather measure than count, allow about 20 to 22 winds per

foot (Aurora armatures only).

If you can't find it around town, Auto World has the wire in all 3 sizes, #37, #38, and #39 on 100-ft. spools for only 49¢.

Why did AJ's see fit to produce red and blue sponge and red silicone tires? Why does Auto World list only the Aurora and part of the Atlas HO lines? Why does Auto World put the useless Phillips 66 and Texaco decals on their not-quite-so-new HO decal sheet, while ignoring Ferrari, Firestone, Shell, Castrol, Autolite, Fram, etc.? (Don't go away mad Oscar, the other decals are beautiful, and HO is ever in your debt for them.)

Why is HO the "neglected scale" when HO enthusiasts outnumber all others combined?

No matter how slowly, HO is advancing. Now, years after everyone else, we've come to clear plastic bodies. One company producing them is Mini-Wheels of 714 Raritan Ave., Highland Park, N.J. If you live in a one-horse town, as I do, where the only hobby shop specializes in selling heat-tortured hunks of glass to little old ladies, you can order either of their first two bodies, a Ford GT and The Little Red Wagon, direct from the factory for only 50¢.

Sadly, the first Mini-Wheels bodies have defeated 2 of the 3 reasons for buying CP bodies: lightness, clearness (a state of being unpainted), and the fact that the new body styles are usually available in CP form long before any injected counterpart. The M-W bodies are both prepainted (as Floyd Manly once said in a rare moment of wisdom, "Maybe I don't want a candy-apple purple Corvette.") and preceded by the Aurora Ford GT and the Tyco Wagon. But, M-W promises that more are on the way. Let's hope they are both clear *and* current.

Stunning, Absolutely stunning! I mean, how else can you describe Lancer's new HO releases? Dig this now, in true HO scale, crystal clear plastic, crisp body

lines and all — nine new bodies! 30¢ each! I'm blubbering with tears of joy, and I'm sure you will be too. They're offering a Lola T-70, McLaren Mk II, Chaparral 2E, Ford GT Mk II, Lola 70 Mk III, Ferrari 330 P/4,



Chaparral 2F, Ford Mk IV, and a Ford Mirage. Each one comes



complete with a nifty little body mounting post set that allows you to attach the body to your favorite Atlas, Aurora, or what-have-you chassis. The quality is comparable to their 1/32 and 1/24 bodies, which is saying a lot fellas! Buy 'em at your nearest hobby shop, or directly from Lancer, Dept. MCS, 455 South Sierra Way, P.O. Box 546, San Bernardino, Calif. 92402.

Found the greatest little almost-HO pit car while browsing through the dime store the other day. Check out the new Husky Ferrari 250 GTB for only 39¢.

Any HOCCI member who owns a large (4, 6, or 8-lane) track, and has not registered it with HOCCI headquarters, should do so at once. Although HQ hasn't come out and said so, I think the reason for the big holdup in the International Racing season is the scarcity of suitable tracks for professional competition. So come on men, help HQ out.

While on the subject of HOCCI, I would like to make a motion concerning the official car classification system, specifically the "Stock" division. *I move that it be abolished.*

Here's why: (1) It serves no purpose other than to needlessly

double the number of classes; (2) No other slot-car governing body has a similar provision; and (3) No 1:1 scale governing body has a similar provision. A Mustang is not a "stock" or "modified" Trans/Am sedan, it's just a Trans/Am sedan; a Ford GT is not a stock or modified prototype, but a plain and simple prototype. As I see it, the classification system should be set up something like this:

Group I: NASCAR Stockers

Group II: Trans/Am Sedans

Group III: GT/Prototype

Group IVa: Unlimited Sports Races, (Can-Am)

b: Vintage Sports

Cars (of the D-Jag type)

Group Va: Current Formula One (post 1961)

b: Vintage Formula One (pre-1961)

c: Indy Racing Cars

(Note: the various Sub-Groups under Groups IV and V should be combined only when necessary.)

I also move that the following car regulations be adopted:

1. All cars must carry a minimum of 3 numbers, a minimum of 1/4 inches tall.
2. All cars must follow the mandatory dimensions stated in HOCCI Newsletter #4.
3. All tires must be black or gray with black sidewalls.

All those who agree and are in favor of my proposals should write to HOCCI HQ and say so. All those opposed write to me and argue about it.

RUMOR HAS IT...

...That Aurora is preparing two new cars, one reported to be a prototype and the other a Can-Am machine, the first new HO Group 7 car since the Chaparral 2C. Actually "new car" is the wrong term to use because, although the bodies will be new, you can bet that the same old T-Jet will be lurking underneath. ... That super-magnets are coming. No manufacturer or price have I heard, so don't be surprised if this rumor is nothing but.

Those of you who have been reading *Model Car & Science* since the beginning, probably remember a thing called the "Table Top Racing Section." This was always my favorite part of the book and I hated to see it disappear. Now, with your help, I would like to revive the old series.

Any HO-er who thinks he has a pretty sharp layout or a set of cars that would put the Briggs Cunningham museum to shame can send me several sharp, black-and-white photos. Each month I will select the best set and print them. Oh yes, each month's winner gets a year's subscription to MC&S for his efforts!

Aurora has a pair of not-quite-so-new track sections. One is a "Wiggle" section, which is actually several short squeezes combined into one section. The other is a "Double Cross," which is illegal for HOCCI competition, so forget it. Also from Aurora is a Cougar and a Camaro. Yes, I know they've been around a while but I just had to say it. Trans/Am racing is here!

La Ganke continues to crank out the HO accessories. Latest is a complete rewinding kit containing everything you need to rewind the T-Jet and a lot of things you don't need. \$1.50 locally or \$1.75 mail-order from La Ganke Racing Products, 670 S. Green Road, South Euclid, Ohio 4412.

How many of you are burned because you paid one dollar for the 1967 *Model Car Racing Handbook* and found not one page on HO?

Me too.

MANUFACTURERS TAKE NOTE:

Although I love Aurora's sickly yellow speed corners, I would love them better if they came with a straight extension piece. It can be most disconcerting to go bombing around a corner with the tail of your fastest car hanging out, only to run out of speed at the corner and watch helplessly as it falls three feet to the cold cruel floor.

Formula One cars *do* exist.

Aurora, there's this thing most Chaparral and Cobra drivers wear that you seem to have overlooked. It's called a helmet.

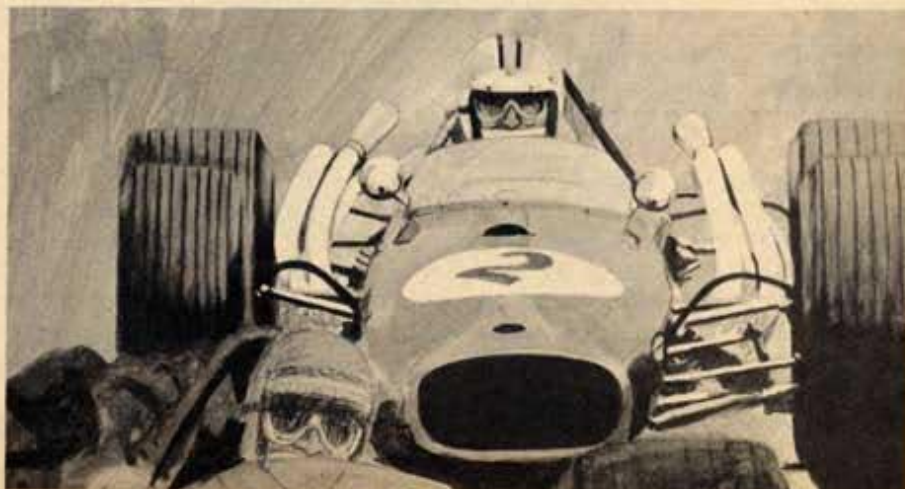
Group 7 cars *do* exist.

Tyco, I suggest you look up the difference between 1/87 and 1/43 scale before you tool up your next monster.

Aurora, there must be some reason why you made the Toronado, Thunderbird, Batmobile, and Black Beauty. I just haven't found it yet.

Well group, it's time to take the checkered flag for my first typewriter enduro. If you can spare the postage, I'd appreciate it if you would write and tell me how you like the column and what you would like to see more or less of. If you have questions, a comment, a bone to pick, or a favorite tip you're willing to share with the rest of the wee world, I'll be glad to listen. Address all correspondence to: Dennis Elliott, 1137 Sierra Drive, Pampa, Texas 79065.

Next Month: Look for two HO columns. 'Nuff said.



CMRA - CALIFORNIA PRO CIRCUIT

High pressure slot racing, as it's done in the
land of sunshine and honey

By L. Fletcher

MAIN EVENT DRIVERS TECHNICAL INFORMATION

DRIVER'S NAME	QUAL. TIME	TEAM NAME OR SPONSOR	MOTOR	CHASSIS	FRONT TIRES & WHEELS	REAR TIRES & WHEELS	CONTROLLER	BODY	GEAR RATIO	FLAG & BRAND
MIKE LEVY	6:15	Matteson	Thorpe D-29	Brass Rod	Riggen	Associated	Cox 7.5 ohm	Pactra Ferrari	7-27	Cox
JEFF MARTINELLI	6:06	Matteson	Thorpe 45-27	Brass Rod	Riggen	Associated	Cox 7.5 ohm	Pactra Ferrari	7-27	Cox
JACK GARCIA	6:07	Dynamic	Lynn-Can 40-27	Dyna-Flex Hinged Outrigger	Set-Screw Dynamic	Set-Screw Dynamic	MRC 10 ohm	Dynamic Harvey	7-27	Dynamic
JERRY COWAN	6:00	Dynamic	JC Rewind 40-27	Plate Rod Hinged Outrigger	Set-Screw Dynamic	Set-Screw Dynamic	MRC 7.5 ohm	Dynamic Harvey	7-29	Dynamic
BRUCE ERICKSON	6:38	Dynamic	Mura D-30	Dyna-Flex Hinged Outrigger	Set-Screw Dynamic	Set-Screw Dynamic	MRC 10 ohm	Dynamic Harvey	7-27	Dynamic
KEN KAMP	6:27	Mura	Mura	Brass Plate	Riggen	Associated	Cox	Dynamic Harvey	7-27	Cox
FRED GUERVICH	6:23	Mura	Mura	Brass Plate	Riggen	Associated	MRC	Dynamic Harvey	7-27	Cox
KEITH TANAKA	6:23	Rolling Hills	Unknown	Brass Rod	Unknown	Associated	Cox	Russkit Honda	7-29	Cox

MAIN EVENT CHART

DRIVER'S NAME	TEAM NAME OR SPONSOR	LANE 1	LANE 2	LANE 3	LANE 4	FINISHING POSITION
MIKE LEVY	Matteson	Red	Green	Blue	Purple	1st
JEFF MARTINELLI	Matteson	Purple	Red	Green	Blue	2nd
JACK GARCIA	Dynamic	Green	Blue	Purple	Red	3rd
JERRY COWAN	Dynamic	Blue	Purple	Red	Green	4th
BRUCE ERICKSON	Dynamic	Orange	Yellow	Black	White	5th
KEN KAMP	Mura	Black	White	Orange	Yellow	6th
FRED GUERVICH	Mura	Yellow	Black	White	Orange	7th
KEITH TANAKA	Rolling Hills	White	Orange	Yellow	Black	8th

The California Model Raceway Association began its third professional racing series this month with a loud bang. 32 Pro drivers, the best in the West, and a store full of spectators were on hand to see who would come out on top.

Besides the top competition, one of the big reasons for the good turnout was the cash pay-

off for the winners. For the past few months, most of the shops in the L.A. area have been paying the winners of the races a percentage of the total entry fee. Usually 75% of the total entry fee is split up between the top 3 drivers in the Main.

When the CMRA met to set up their fall racing program, they voted to adopt this policy. It

went over big with the drivers, to say the least. This is the first race in a series of 5 monthly professional races to end in a championship race for the drivers who have accumulated enough points to compete. The first race was held at Rolling Hills Raceway on Crenshaw Blvd. in Torrance, Calif. The track is the Blue King Track of American Congress design. The power was by a filtered 80 amp power pack. Qualifying was accomplished by individual timed laps, spaced with one practice lap, allowing three warm-up laps before the first timed run.

The race was scheduled to start with registration at 3:00 p.m. Race entry was \$2.50. 32 drivers signed up before qualifying began at 5:05 p.m.

This was a G.P. and Indy car race, and the field of cars were

broken into groups of Russkit Hondas and Eagles, and Dynamic Harvey Aluminum Specials. Most of the chassis were 1/4" brass plate and 1/16" brass rod combos and some Dynamic erector sets.

There was a lot of talk about what to wind for the track. The qualifying times told the story about who had the good wire and who didn't.

Jerry Cowan of Team Dynamic (and winner of the last Car Model Race) plunked down his brass plate-chassied Harvey Aluminum Special and stuffed it around the 155 ft. track in 6:00 flat! Next up was Fred Kessler who turned 6:43, much to his disappointment and a lie to the car's potential, but his was to be the story, for some of the best drivers had either picked the wrong horsepower or the wrong braid and lost out in qualifying.

The next fast time turned was by Mike Levy's Nemesis and teammate Jeff Martinelli, who clocked a jet lap of 6:06. No doubt about it, the Matteson team was hot, and the qualifying pressure was definitely on.

Keith Tanaka of the Rolling Hills Racing Team, pressed hard and turned a 6:23, followed by some of those hot thumbs with the wrong motors such as Cal Worthen, 6:50, Tom Pulfer, 6:47, yours truly, 6:45, and Greg Johnson, 6:71.

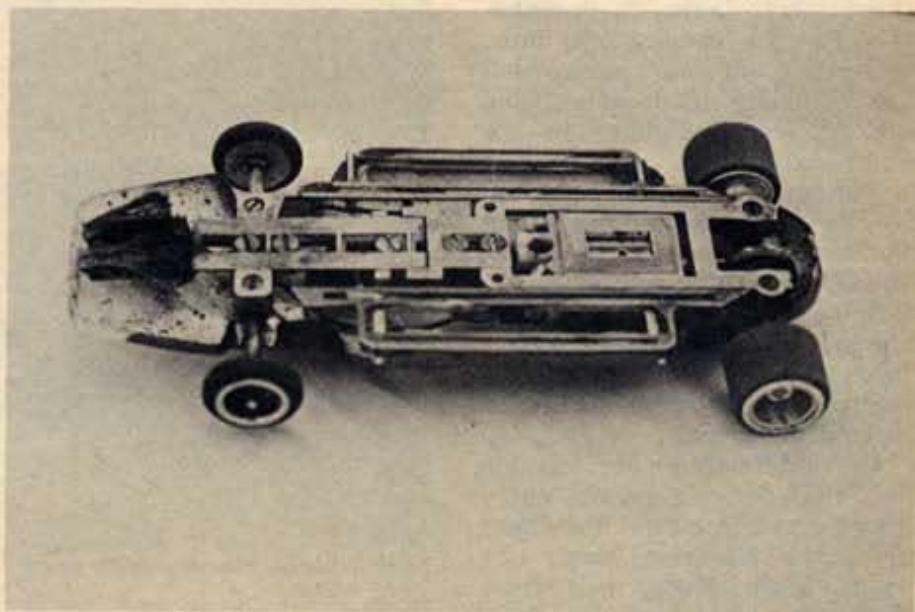
Dynamic Team Captain, "San Fernando Fats" Garcia, clutched his Harvey Aluminum Erector Set chassis around in 6:07, for third fastest time which was to hold as qualifying progressed.

Mike Morrissey of the Champion Team, tilted around at 6:38 and was noticeably depressed with his motor. Brian Warmack, who usually is in the top 5 fast times only managed 4/100 sec. better than Mike with a 6:34. His "brain can" just would not function properly. Ken Kamp and Fred Guervich of Team Mura showed what "over the counter rewinds" will do, with a 6:27 and 6:23 respectively. John Gallegos and Bruce Erickson of Team Dynamic, tilted around with a 6:34 and 6:38 also. Lee Hines of the Checkpoint Team

SEMI-MAIN EVENT CHART

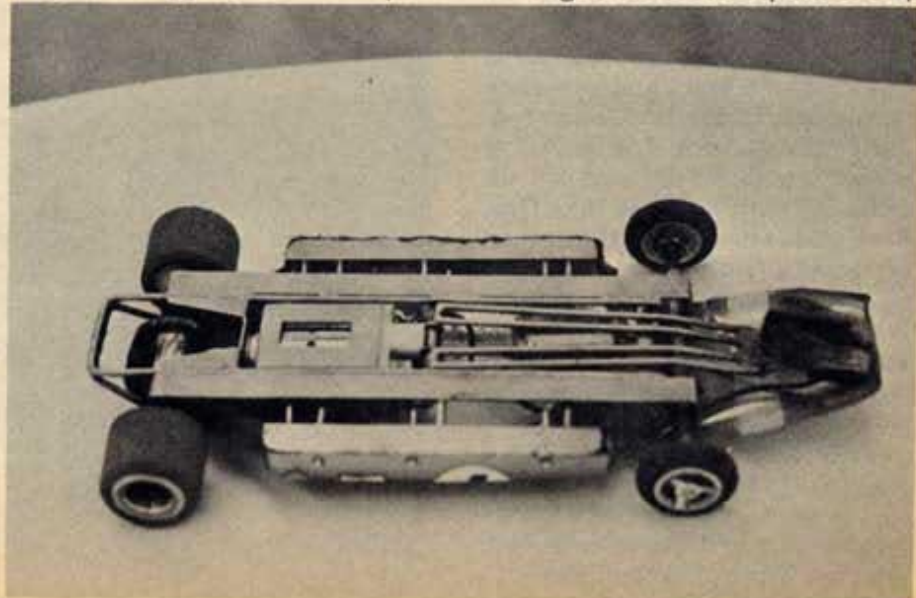
DRIVER'S NAME	TEAM NAME OR SPONSOR	FIRST LANE	SECOND LANE	FINISHING POSITION
BRUCE ERICKSON	Team Dynamic	Black	Orange	1st
KEN KAMP	Team Mura	White	Yellow	2nd
LEE HINES	Checkpoint	Purple	Green	3rd
BRIAN WARMACK	Riggen	Red	Blue	4th
JOHN GALLEGOS	Team Dynamic	Blue	Red	5th
JOHN SKEELS	Matteson	Green	Purple	6th
DICK FRANCIS	Private	Yellow	White	7th
ROGER USITALO	Rolling Hills	Orange	Black	8th

Bruce Erickson and Ken Kamp move up to Main Event.



Jack Garcia (Team Captain, Dynamic) used his Harvey "Erector Set" chassis with hinged outriggers, to secure 3rd fastest qualifier, and 3rd place in the Main.

Jerry Cowan's Harvey, with .032" brass plate chassis, featured hinged outriggers, which helped him along to the fastest qualifier's spot!



did little better with a 6:29, his lack of preparation time telling. Finally Frank Valles rushed in the back door, sat down, and turned slow time of the day with a 6:97.

The smooth running of the race by Bob White and Herb Schenk showed up in the fact that it only took 55 minutes to qualify 32 drivers, one at a time, with each driver getting 3 timed laps. Bob White has taken over as a professional race director in the L.A. area, and most of the drivers are used to the way Bob runs a race.

The top six drivers to qualify for the main event lined up to choose their lanes, in preparation for the coming 200 laps, to be held on four lanes, each heat 50 laps in duration. The lane choices are listed in the main event chart.

The cars were put on the track by the tech inspector and given 2 minutes to line up at the start-finish line. By now most of the people were standing up to see the action and the track wasn't hurting for turn marshals as the eliminated thumbs gathered around the turns.

One interesting note was the fact that not one private entry made the main event! Two were from the Matteson team, two from Team Mura, two from Team Dynamic and one from Rolling Hills. The closest private entry to the main was Dick Francis who finished 7th in the semi, which is saying a lot for Dick, to be sure.

The first heat got off to a quick smooth start and saw Jack Garcia out in the lead, on green. Jack drove with his invisible protective shield up and led almost the entire heat to take first heat prize money. But the spread of drivers behind him was very close and there was no margin for "stroking" as the race moved into the second 50 laps.

Now the Matteson team made their move and both Mike Levy and Jeff Martinelli drove hard and fast to build up a slight lead in the second heat. There was a small disagreement with the lap counter which was soon straightened out and all drivers moved

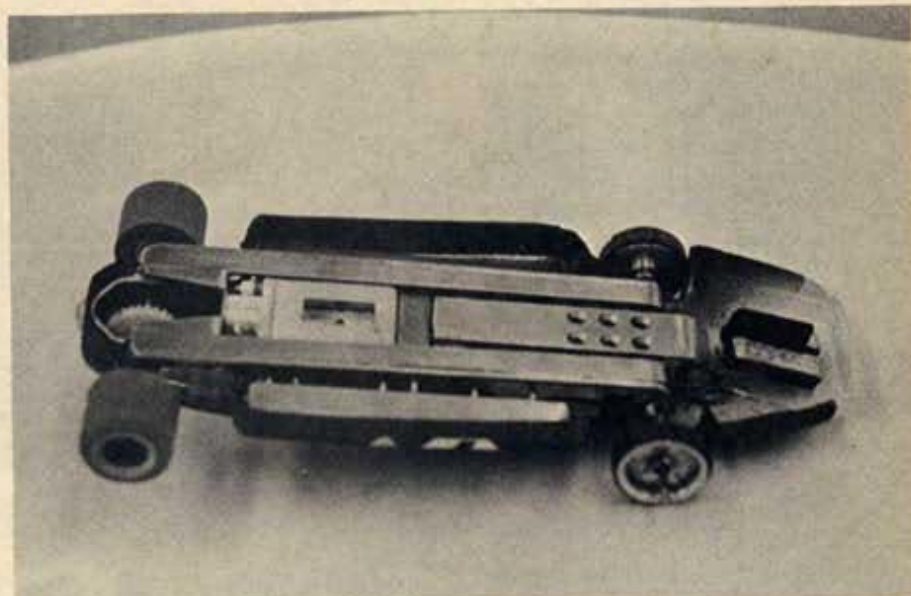
to their third lane and readied their cars for another 50 laps.

Getting a one lap lead in the main event is like climbing Mount Everest or beating the Viet Cong, but Mike Levy had done it and the other 7 drivers were feeling the pressure. To deslot once could make or break the winner and the third heat was very quick and silent, except for gear noise and plungers going down. The results were tighter positions between the drivers and Mike wasn't getting any slower.

The fourth and final heat saw

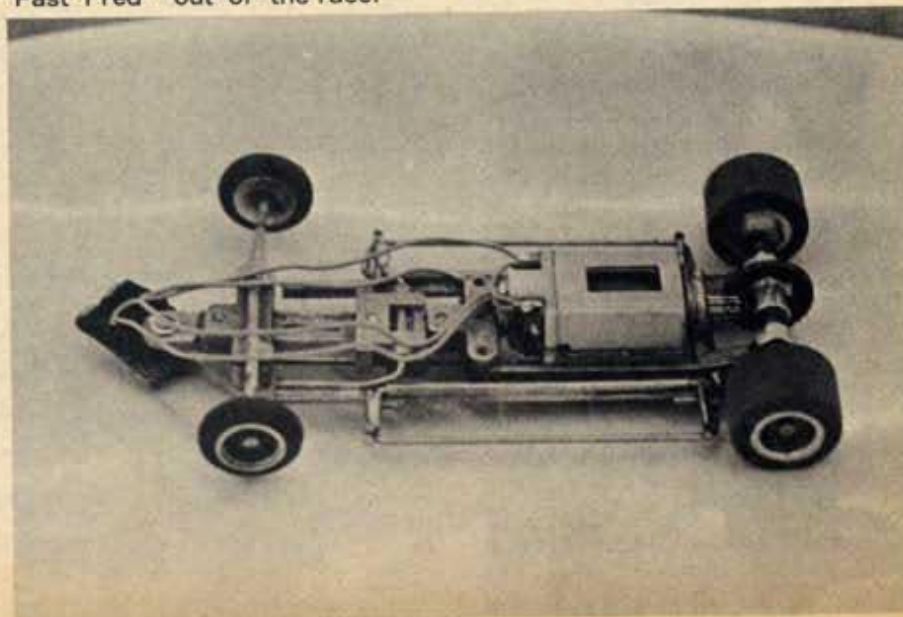
the top four positions tighten to a point where only a very few seconds separated 1st from 4th. The positions didn't change, and Mike Levy charged across the line for 1st place and winner of the first CMRA pro race of the season.

None of the drivers thumbs are going to get stiff before the 2nd race in the series begins at Crossroads Raceway in Northridge, California. That race will be for sports cars and the track is fast. Right now it's anybody's race. We'll be there to cover it! Until then, good racing!



Tom Pulfer's Harvey, with brass plate, hinged outriggers, used a trick front axle.

Fred Kessler's Harvey (getting monotonous isn't it?) "Erector Set" chassis with hinged outriggers, used the wrong motor, which kept "Fast Fred" out of the race.



JACK GARCIA

Perhaps one of the most colorful and race-wise competitors on the slot racing scene today is Jack Garcia, Captain of the Dynamic factory racing team.

Jack has worked at Dynamic Models since 1957, and built a hard-earned reputation as the man to beat in both team racing and "rat racing" model airplane circles. Jack took over the R&D department when Dynamic entered the slot racing field in 1962 and together with Hi Johnson, is responsible for most of Dynamic's products now on the market.

Since Jack is a natural competitor, he turned to racing slot cars along with the development of race-oriented slot car parts.

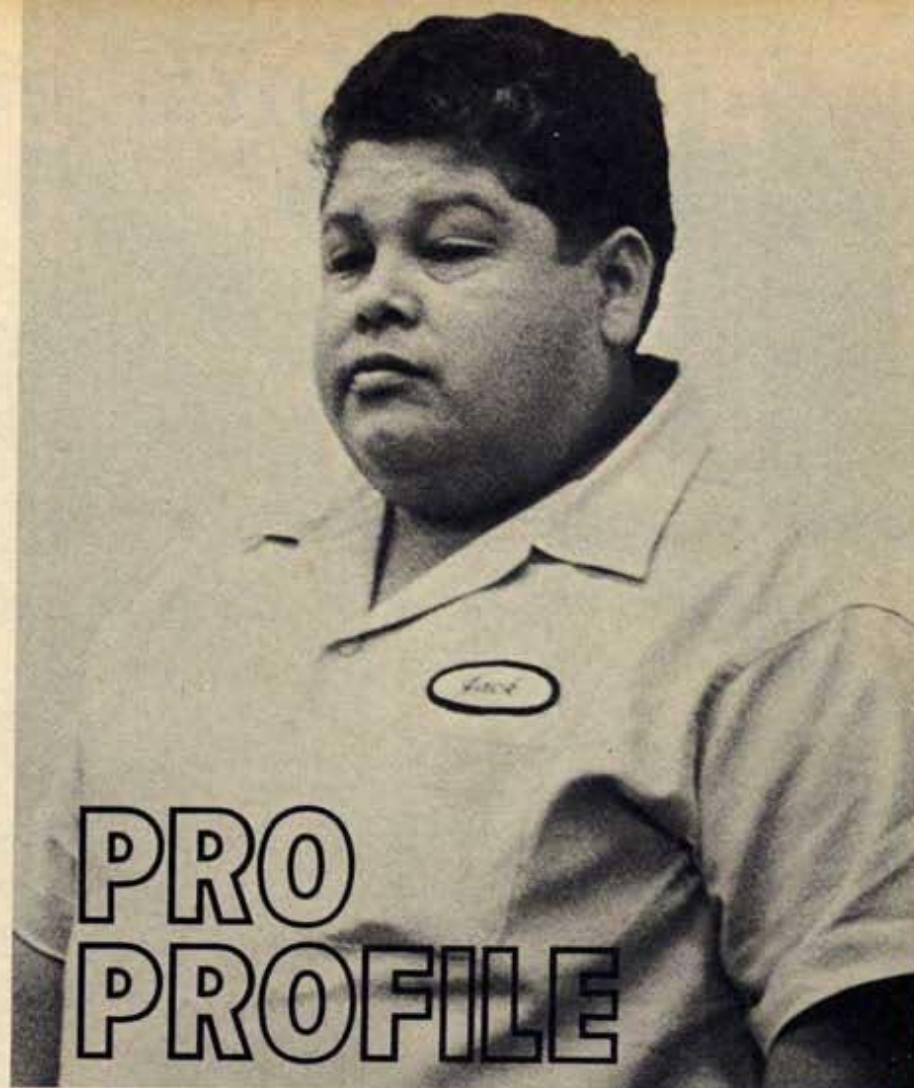
Jack's initial racing experience was gained at Jay's Junction, a now defunct slot shop in the San Fernando Valley. Figure 8 racing was the big thing and braking on the track was usually done with a micro-switch. And so Jack picked up his two handed driving skill. To this day there are only about ten drivers that can really compete well with this method and Jack is one of the best.

We talked about early race experiences and Jack described his first winning car as a Pittman 62B powered, scratchbuilt sled pan-chassied Mecom Lola with a pivoting front end. At the time, his most popular motor was a Pittman DC-70.

Jack's first experience at team racing was with the Miniature Grand Prix team of Van Nuys. Out of all the old members, only Bruce Erickson is still active and also a member of Team Dynamic.

During those days there were slot shops practically next door to each other in the San Fernando Valley, and you didn't have to go very far to find more than enough competition. Through the next three to four years, the competition served to sharpen Jack's mind and caused the development of many fine products that are common to the racer today.

Probably the most popular product developed from racing experience was the Dyna-Mite chassis line developed by Jack and Hi Johnson at a time when



A look at one of the sport's leading hot thumbs

everything good was scratch-built.

These chassis probably brought more people into slot racing than any other product ever marketed.

Through these years of development in racing and designing slot cars, many other drivers from a large area around Los Angeles were developing into professional driving status. About one year ago, Dynamic realized professional racing was a reality. Jack was appointed to choose a six man team and develop them into a top-notch factory racing team capable of racing and winning with the best in the country.

Jack chose his fellow drivers on a basis of skill and ability to represent Dynamic Models

wherever they went.

I asked Jack to choose the one driver he considers the roughest to drive against on an equal basis. He mentioned many names but settled with Jerry Cowen who is fortunately his teammate.

When asked about his biggest win in the last year, he said it would have to be the Car Model race at Classic Speedway in Santa Monica.

Jack barely missed the main event but fellow teammate Jerry Cowen won, and five of the members made the top 19 out of 74 entrants, a good team showing.

Jack is a team driver in the truest sense of the word and it shows like a bright light in his concern and assistance for his fellow drivers, both on the Dynamic team and others as well.

ALL ABOUT GEARS

You can solve the problem of finding the "hot setup" for your car, if you are up to date on the newest concepts in gearing. Here's what you should know.

Developments happen in model car racing almost as fast as they do in real car racing. If you're still using "yesterday's" tires, frames, magnets, or gears, you're fighting a built-in handicap in car performance.

The change in motors to faster-revving armatures and high-strength magnets has allowed model car racers to use "high" numerical gear ratios. In the past, a gear ratio of about 3:1 was good for most 1/24 cars running on the commercial raceways, with the 1/32 racers using ratios on the order of 4:1. Now, gear ratios of between 4:1 and 5:1 are most often seen on winning 1/24 scale cars. Some 1/32 enthusiasts are finding gear ratios as high as 6:1 to their liking.

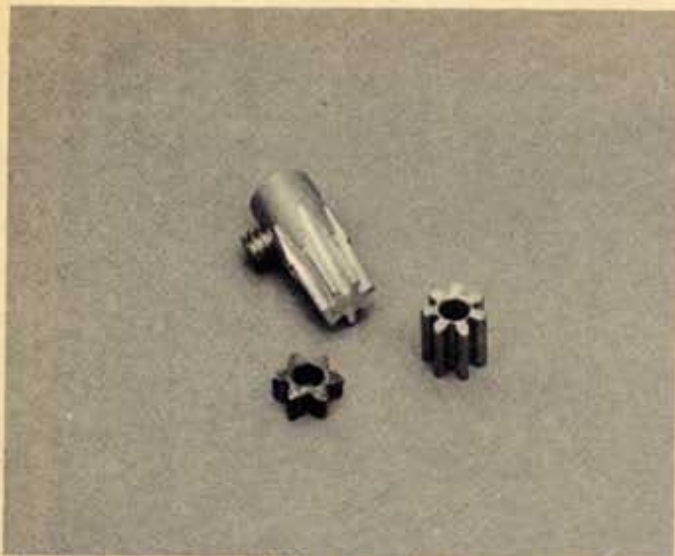
Gear ratio, you recall, is the

numerical result of dividing the number of teeth on the motor (pinion) gear into the number of teeth on the axle gear (crown or spur gear).

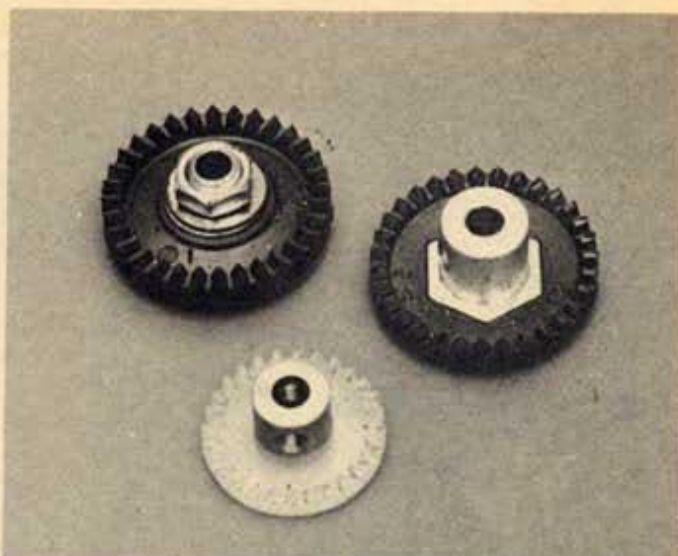
The new technology that allows the use of higher gear ratios on models is a result of the model companies developing their own designs for the shape of the gear teeth. Smoother and quieter gear mesh results, as well as some hitherto "impossible" gears like a 6-tooth and a 7-tooth pinion gear being made available to modelers. These two pinion gears are responsible for the use of the 5:1 and 6:1 gear ratios mentioned earlier. Previously, the axle gear would have had to be too large for the tire diameter to achieve such a gear ratio.

Most model racers are now

using crown or spur gears made of some combination of nylon and delrin plastic going under such trade names as "Nylatron" or similar. These gears provide lower friction and far less vibration than the older stamped-or cast-metal gears. New designs in cast aluminum crown gears by Weldun, Spacific, Rikken, and Dynamic are being used by some of the really "big names" in 1/24 scale racing. It is claimed that the cast, machined, and hardened aluminum provides the low friction and vibration damping of the plastic-type gears with the extra strength and wear of metal. In any case, the new numerically high gear ratios using a 6- or 7-tooth pinion gear with one of the nylon/delrin crown gears are well worth a try out on your car.



Mini-Auto makes both 6 and 7 tooth gears with the extended back for set-screw mount. Spacific also has a set-screw mounted 7 tooth pinion.

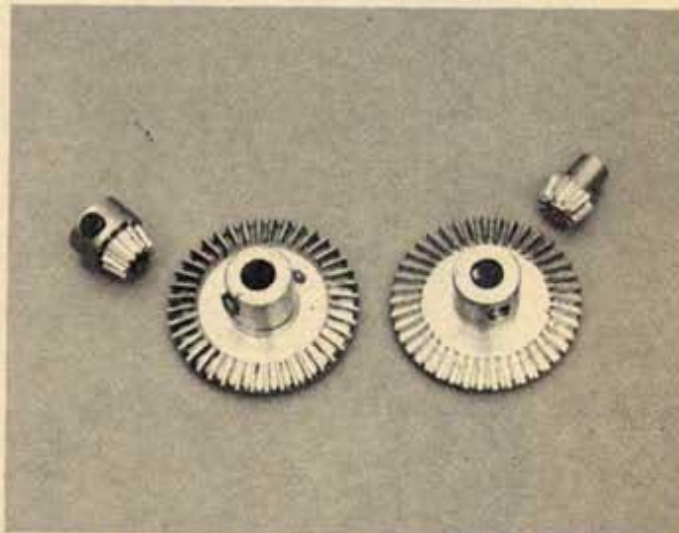
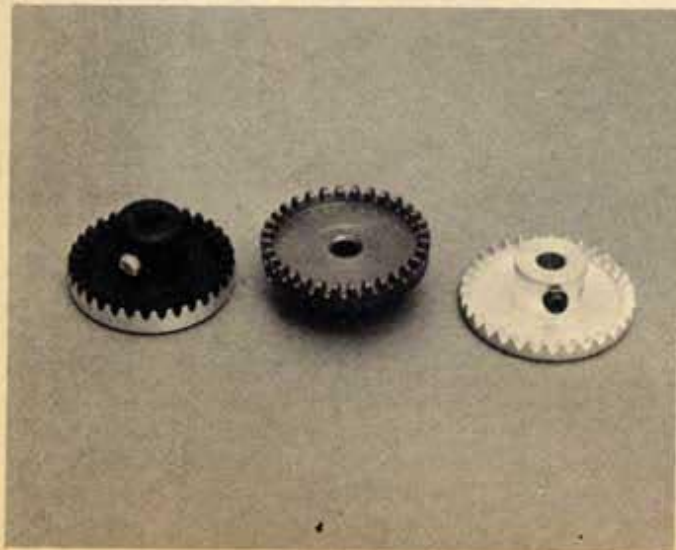


Space-age plastics are the materials used in these smooth and quiet-running crown gears by Champion (collet-mount) and set-screw mount by Trade-ship and Cox.



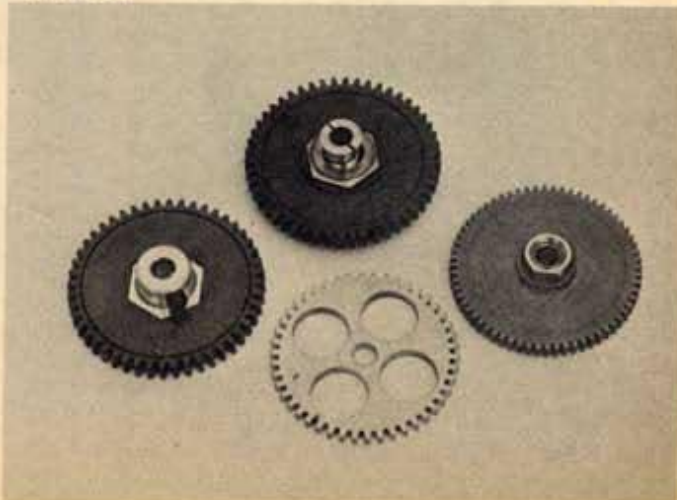
A variety of pinion gears include press-on, set-screw, or "collet" types of mounting, from 6 to 18 teeth by Weldun, Spacific, Mini-Auto, CorBen, Champion, and Dynamic.

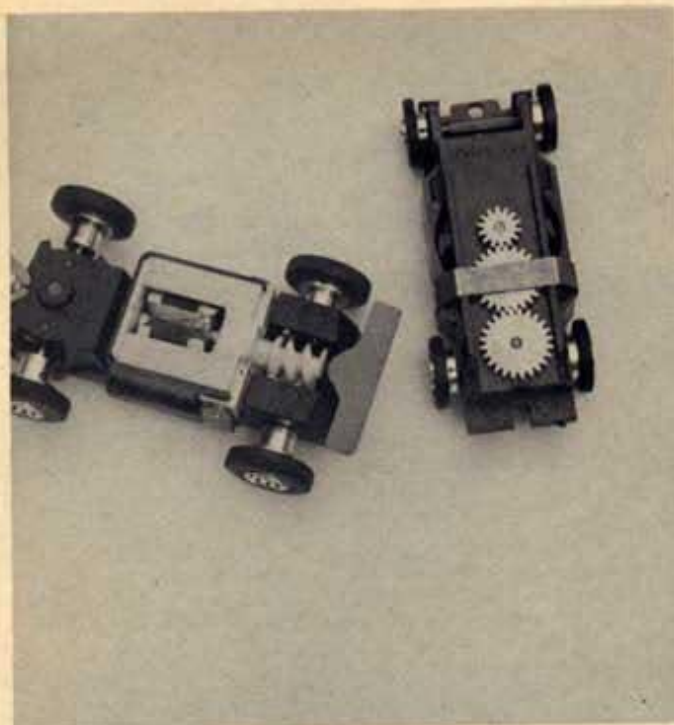
The very latest in gears are these cast, machined, and hardened aluminum crown gears by Dynamic, Spacific, and Weldun.



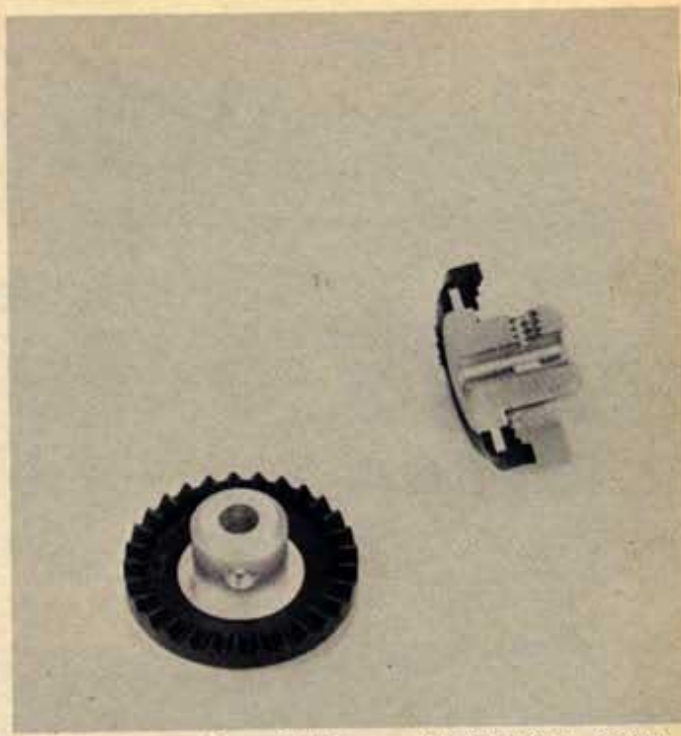
The "ole standby" of inline mounted motor gearing was the bevel gear. Here, a matched pinion and axle gear are sold as a set by Atlas (left) and Trade-ship in several ratios.

For those who prefer sidwinder-type motor mounting (with axle parallel to motor shaft) these gears by Cox (left), CorBen (bottom), and a 64-pitch or 48-pitch by Champion with a collet mounting are available.





The HO cars have some "way out" styles of gears, as compared to those who race 1/32 or 1/24 scale cars. Tyco (left) opts for a worm gear to obtain a sufficiently high gear ratio, while Aurora uses a combination of three spur gears plus a hidden crown gear.



Riggen's new low friction, self-lubricating crown gears are concentric to .0005 of an inch, with a tensile strength (at room temperature) of 10,000 p.s.i. Coefficient of friction on metal is extremely low, 0.1 to 0.3, by incline plane test. Available in 25, 29, 31, and 33 tooth patterns, at 45 cents each, complete with setscrew and wrench.

PINION GEAR

	6	7	8	9	10	11	12	13	14	15	16	17	18
26	4.33	3.71	3.25	2.88	2.60	2.36	2.16	2.00	1.85	1.73	1.62	1.53	1.44
27	4.50	3.86	3.37	3.00	2.70	2.45	2.25	2.07	1.92	1.80	1.68	1.59	1.50
28	4.67	4.00	3.50	3.11	2.80	2.55	2.33	2.15	2.00	1.86	1.75	1.65	1.55
29	4.83	4.14	3.62	3.22	2.90	2.64	2.41	2.23	2.07	1.93	1.81	1.70	1.61
30	5.00	4.29	3.75	3.33	3.00	2.73	2.50	2.30	2.14	2.00	1.87	1.76	1.66
31	5.17	4.43	3.87	3.45	3.10	2.81	2.58	2.38	2.21	2.06	1.93	1.83	1.72
32	5.33	4.57	4.00	3.55	3.20	2.90	2.66	2.46	2.28	2.13	2.00	1.89	1.78
33	5.50	4.71	4.12	3.66	3.30	3.00	2.75	2.53	2.35	2.20	2.06	1.94	1.83
34	5.67	4.86	4.25	3.77	3.40	3.09	2.83	2.61	2.42	2.26	2.12	2.00	1.88
35	5.83	5.00	4.37	3.88	3.50	3.18	2.91	2.69	2.50	2.33	2.18	2.06	1.94
36	6.00	5.14	4.50	4.00	3.60	3.27	3.00	2.77	2.57	2.40	2.25	2.11	2.00
37	6.17	5.29	4.62	4.11	3.70	3.36	3.08	2.84	2.64	2.46	2.31	2.17	2.05
38	6.33	5.43	4.75	4.22	3.80	3.45	3.16	2.92	2.71	2.53	2.37	2.23	2.11
39	6.50	5.57	4.88	4.33	3.90	3.55	3.25	3.00	2.78	2.60	2.43	2.29	2.16
40	6.67	5.71	5.00	4.44	4.00	3.64	3.33	3.07	2.85	2.67	2.50	2.35	2.22
41	6.83	5.86	5.12	4.55	4.10	3.73	3.41	3.15	2.92	2.73	2.56	2.41	2.27
42	7.00	6.00	5.25	4.66	4.20	3.81	3.50	3.23	3.00	2.80	2.62	2.47	2.33
43	7.17	6.14	5.37	4.77	4.30	3.90	3.58	3.30	3.07	2.86	2.68	2.53	2.38
44	7.33	6.29	5.50	4.88	4.40	4.00	3.66	3.38	3.14	2.93	2.75	2.59	2.44
45	7.50	6.43	5.62	5.00	4.50	4.09	3.75	3.46	3.21	3.00	2.81	2.65	2.50
46	7.67	6.57	5.75	5.11	4.60	4.18	3.83	3.53	3.28	3.06	2.87	2.70	2.55
47	7.83	6.71	5.87	5.22	4.70	4.27	3.91	3.61	3.35	3.13	2.93	2.76	2.61
48	8.00	6.86	6.00	5.33	4.80	4.36	4.00	3.69	3.42	3.20	3.00	2.83	2.66

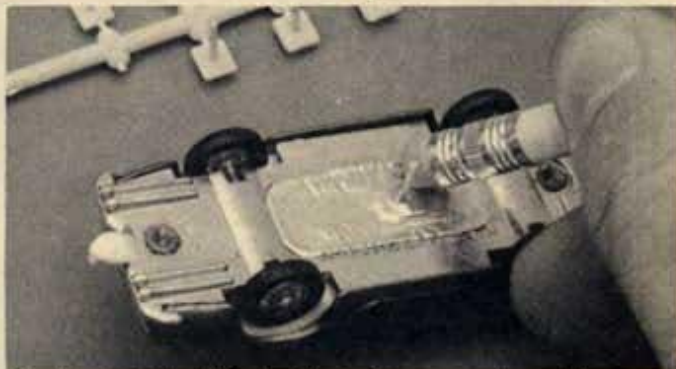
MATCHBOX GOES RACING

You can even race your cast metal collector's items on this unique new slot track!

By Robert Schleicher

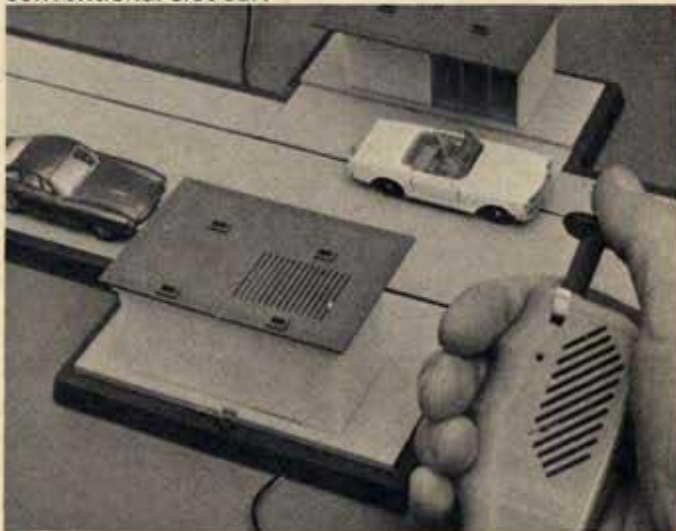


Coil-spring is fed quickly into cavity beneath slot and ends connected to act as an endless conveyor belt moving cars.



Plastic pin is held to bottom of any small metal or plastic car by tape. Tape over pin is smoothed down with eraser.

Car is set anywhere in slot, controller depressed to accelerate, corner, or slow cars. Looks like a conventional slot car.



Those cast metal collector's cars on your shelf can now actually be raced on a slot track thanks to a new product from Matchbox. The new Matchbox Motorway looks like a conventional slot car set and it performs that way as well, with thumb-operated hand controllers and two lanes of speeding, drifting, cars, but, there is a difference.

Instead of adding a separate motorized chassis to every car that is run, Matchbox has powered the slot itself. An endless coil spring runs under each of the two slots and the coil spring is driven by a separate motor housed in a small building on

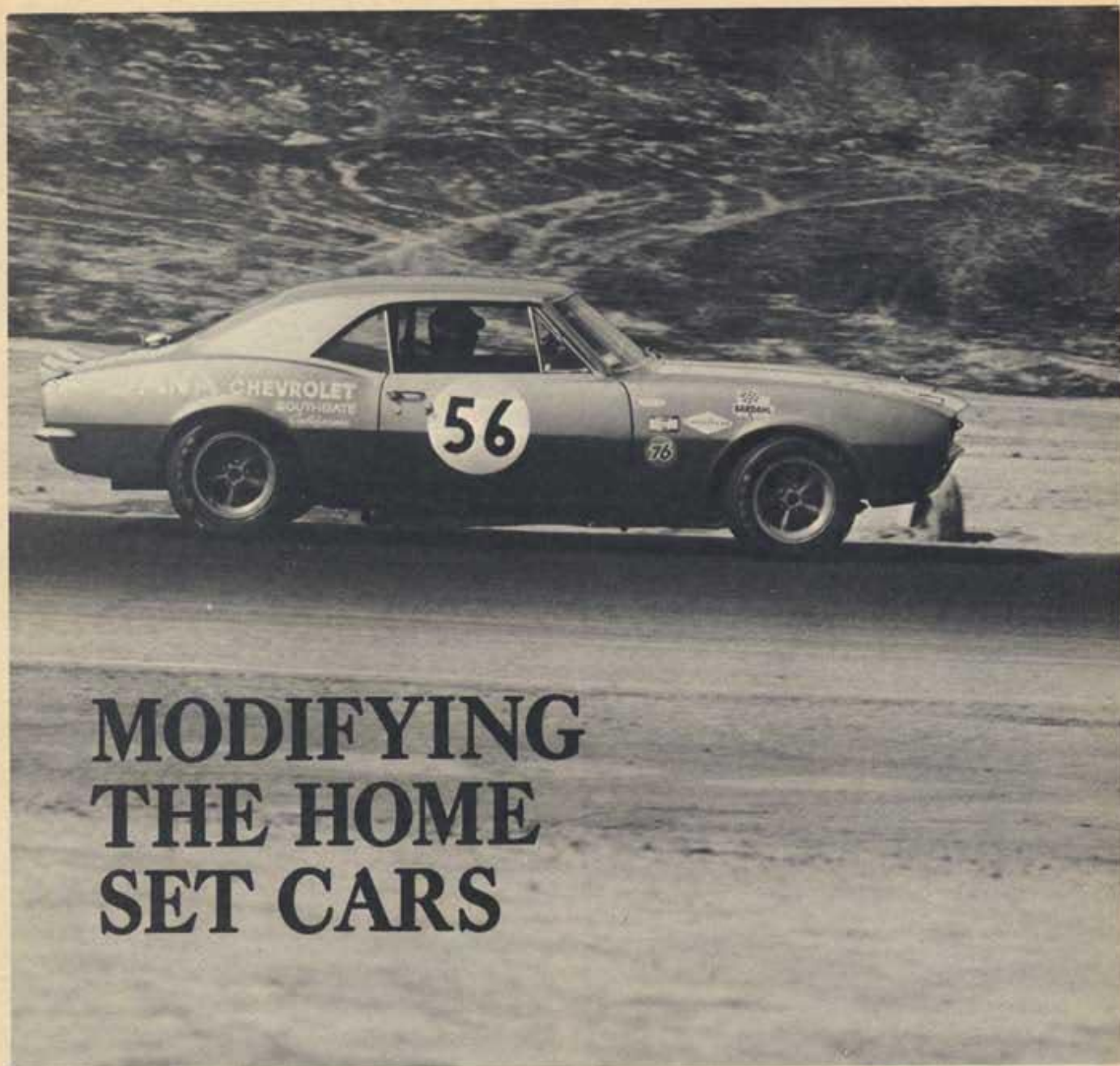
each side of the slot. The coil spring works like a conveyor belt with a car on it and the belt hidden away beneath the track.

A plastic pin (supplied in the set) is merely taped (also supplied with the set) to the bottom of one of the Matchbox cars (or any of the small metal cars like Matchbox sells) and the pin is placed in the slot. When the controller is pushed down, the motor beside the track places the coil spring under the slot in motion around the track, pulling the car around with it at any speed desired — the car looks just like a normal slot racer, but, when you are through racing, it can go back into your collection and the

pin can be taped onto another car and it can be raced as well — all without buying any motorized chassis at all.

The Matchbox Motorway set includes a large figure 8 of sectional track that snaps together in the conventional manner. When the track is laid, the coil spring is fed into its cavity beneath the slot, the houses containing the motors are snapped into place, the power pack and controllers plugged in, and the set is ready to use.

Two of the standard Matchbox cars are included along with enough pins and tapes to keep up to ten cars in 'action'. All this for \$17.95.



MODIFYING THE HOME SET CARS

Number one in a new series on “tweaking” your stock home racer for more performance

By Robert Schleicher

The latest chassis from one of the leaders in home racing can be reasonably expected to be good. The engineering in the new Revell set cars is *good*, much better in fact, than a casual examination would reveal. The Delrin chassis almost eliminates bearing friction, and better, it is almost indestructible.

The chassis we tested would take all types of damage without

losing a bit of gear or axle adjustment, and showed every indication of being able to run almost forever without any major adjustment. The chassis is far better than the low-rev motor and solid rubber tires required to take the abuse that many home cars must bear. For the enthusiast, a bit more track width, more traction, and more power are easy to come by with little sacrifice in reliability.

The bodies on the newest Revell cars are another example of that space-age plastic that just won't break or shatter. But don't try to paint it! We found nothing that would stick tightly enough to change the overall color. However, the details can be painted with Ulrich's paints, as can the driver and interior, where there is not too much chance for the paint to be scuffed off. The factory-stock colors are “right.”



Either the Revell Camaro (shown) or their Mustang "set" car is the basis for these mods. Add some 1/16" (or .030") brass, a 7-tooth gear, Cox super-soft pickup brushes, and a pair of black closed-cell foam tires.



Body is held in place with self-tapping screws having a "phillips" head. Hardware stores sell small screwdrivers to match.



Thin extension of drop pickup assembly provides spring-loading to keep the pickup in the slot. Delrin is strong, flexible.

Twist tires from wheels and use a knife tip to pry out each wheel insert.



The Dynamic gear puller is the best puller to remove a wheel without bending it.

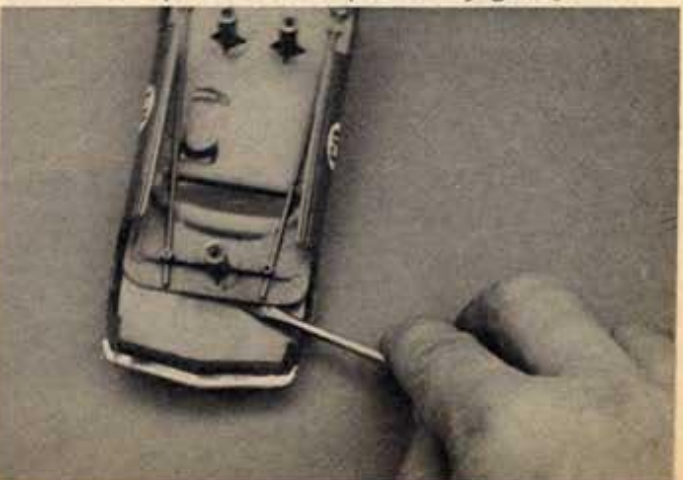


Front wheel wells can be greatly enlarged.



Use a sharp hobby knife to trim away thin slivers of material to open out fender. #600 emery paper will smooth out any burrs.

Interior is a press fit over posts. Pry gently.

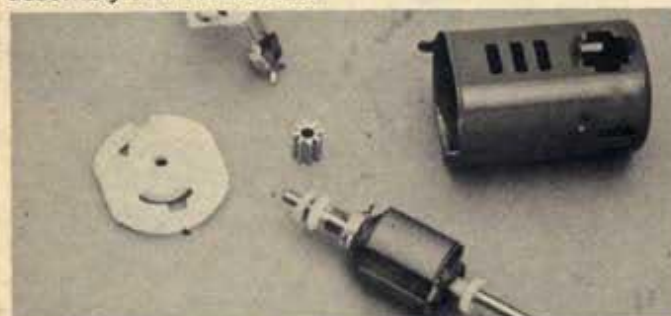




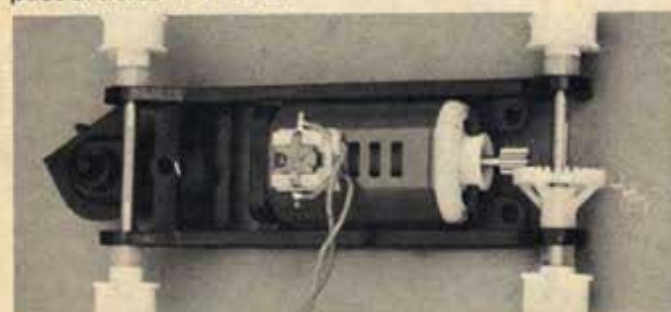
Motor is held in place by a press-fit block at front. Pry it free also.



Pull gear, then gently pry up the tabs holding brush assembly and plastic end.

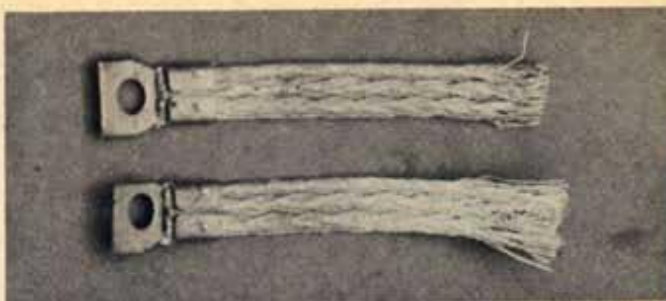
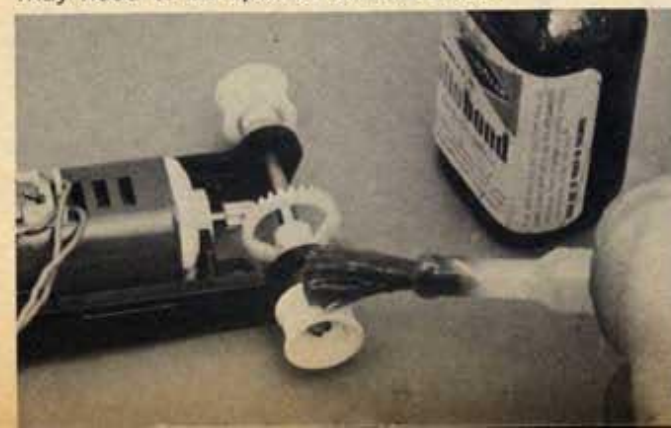


Disassemble motor, bend a slight inward angle on brush springs to increase tension, then remove 60 turns of wire from each armature pole, following past articles in MC&S.

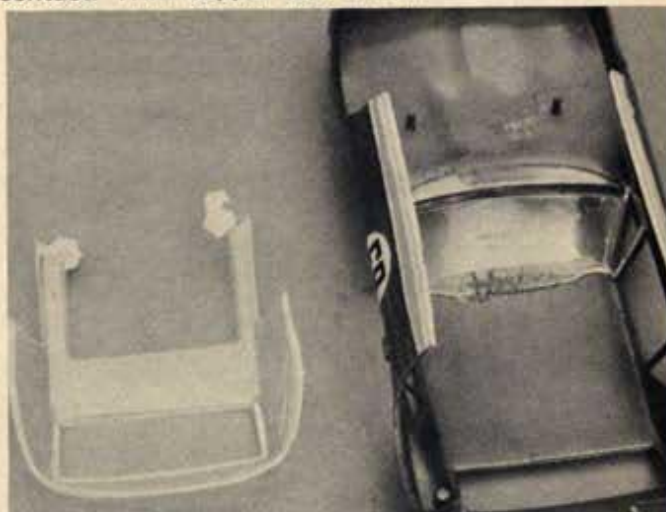


Motor is reassembled with a 7-tooth pinion. New 1/8" thick spacer washers are added between wheel backs and frame. Note that wheels are used to adjust gear clearance now.

All tires are bonded to wheels with Pliobond. Wheels may need to be epoxied to axle ends.



Cox "super soft" pickup braid provides a better contact. Trim copper tab width.



Rear and side windows can be cut from the window piece, front window Pliobonded in.

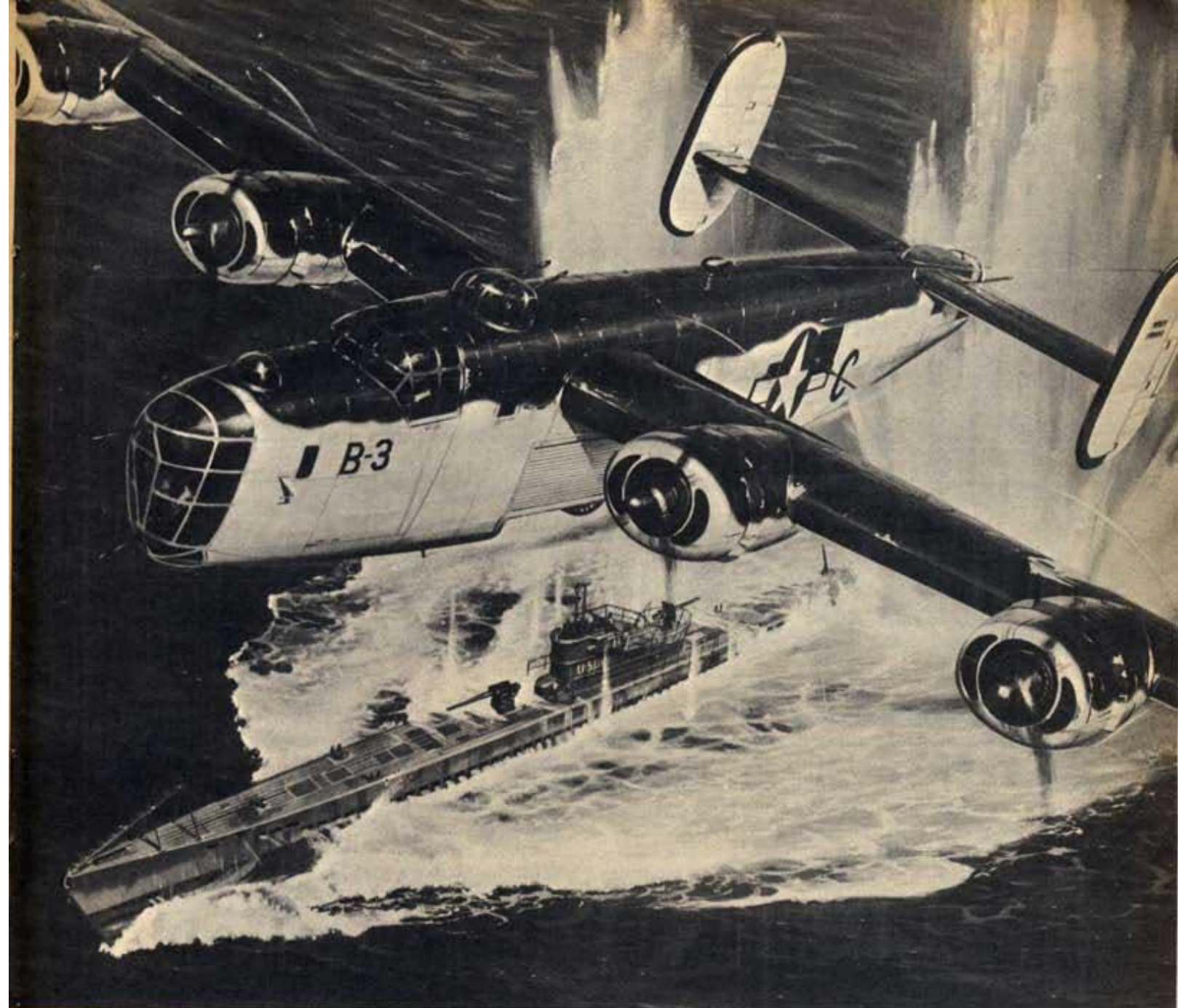


Paint interior flat black and detail driver, then press back in place. Leave chassis attaching screws a half-turn loose. Cut a brass pan to size shown and Pliobond to bottom of chassis. Add wheel inserts.

The grill, door handles, and side trim can be painted with Ulrich's paints for clear plastic bodies. Completed Revell Camaro has the "wide track" look of true road racing machinery. Car is faster on straights and thru corners.



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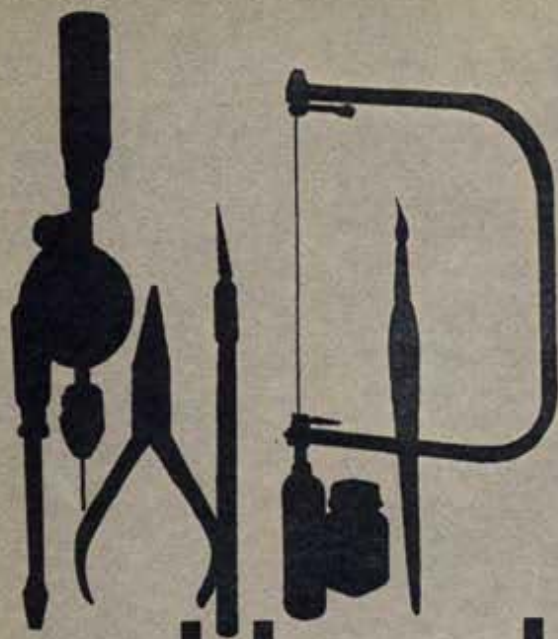
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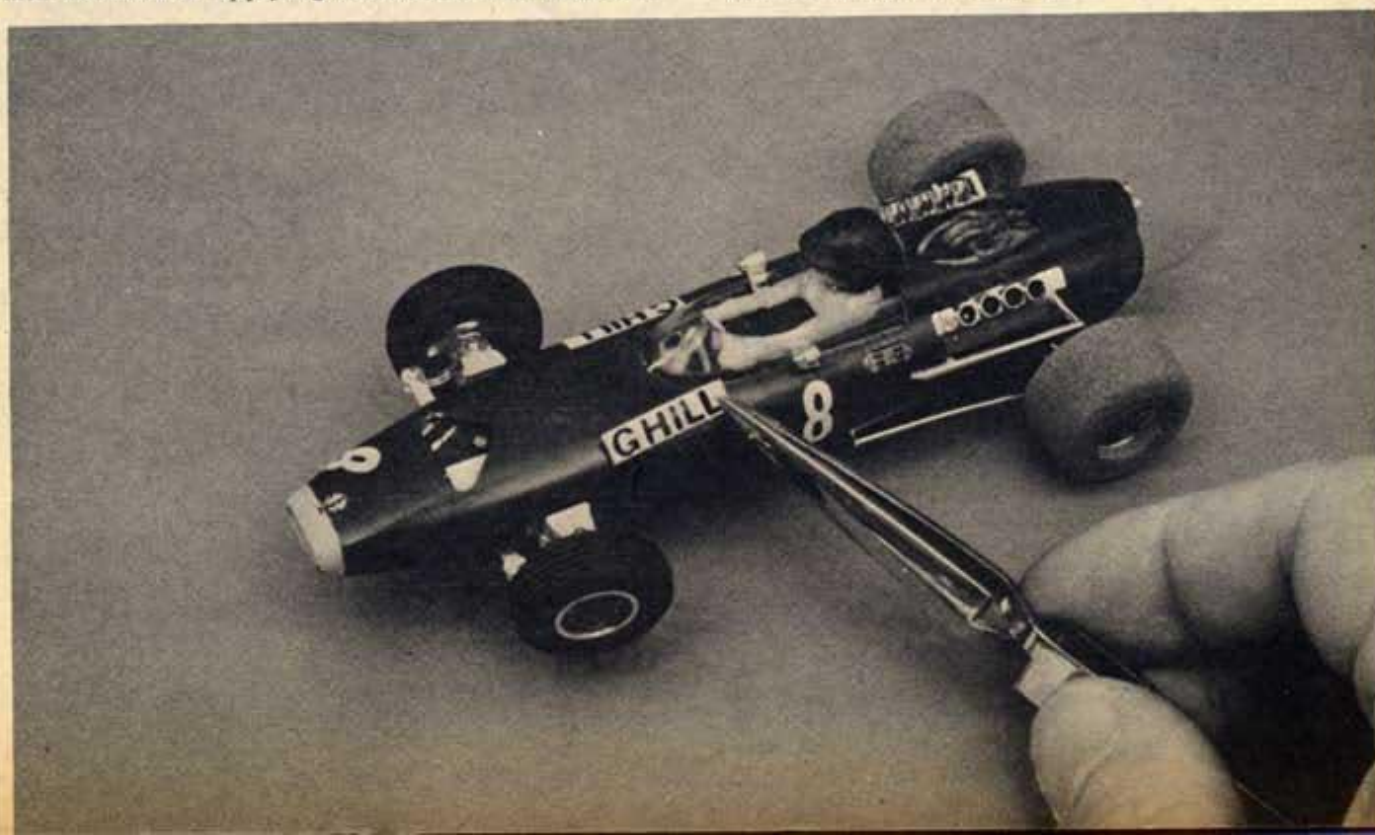
NEW IDEAS TO IMPROVE YOUR MODEL BUILDING

MASTERING MODEL MARKING

After you've spent a dozen or so hours assembling and painting a really perfect model, you are faced with the job of applying decals, the final touch that will either make it a showpiece, or relegate it to the back of the shelf. Decals are, as you know, used to simplify the application of the intricate markings and/or numbers that are impossible for the amateur to paint. There are "better" ways and methods of applying decals just like there are

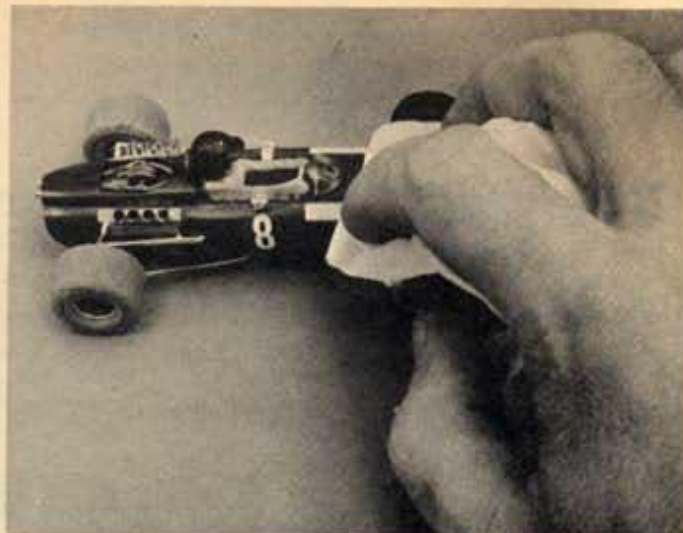
better ways to paint. The photos illustrate the steps required to apply a decal so it will fit as tightly to the surface of the model as a coat of paint.

To add a personal touch with markings not found in the kit, the dry transfer lettering and numbers are the best choice. Use the ideas we offer to improve the final finish on each of your models. Who knows, someone may ask you, "Did you paint the markings too?"

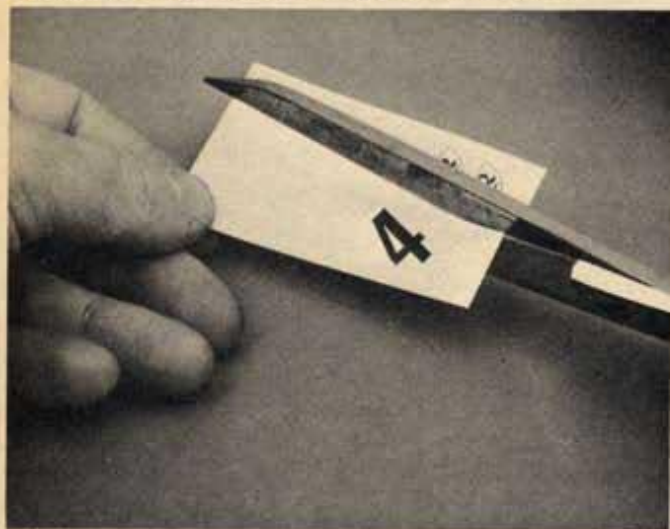




The equipment for the proper application of dry or wet decal markings includes a bottle of Walther's "Solvaset" (at model RR shops), scissors, tweezers, a pencil, cup of water, paper towel and tissue.



When the colored decal is free to slide on its paper backing, it is ready to apply. Hold the decal onto the model while you use tweezers to pull the paper out from under it. Quickly position the decal where you want it, and dab dry with a paper tissue. Air bubbles can be rolled out with a tissue-covered fingertip.



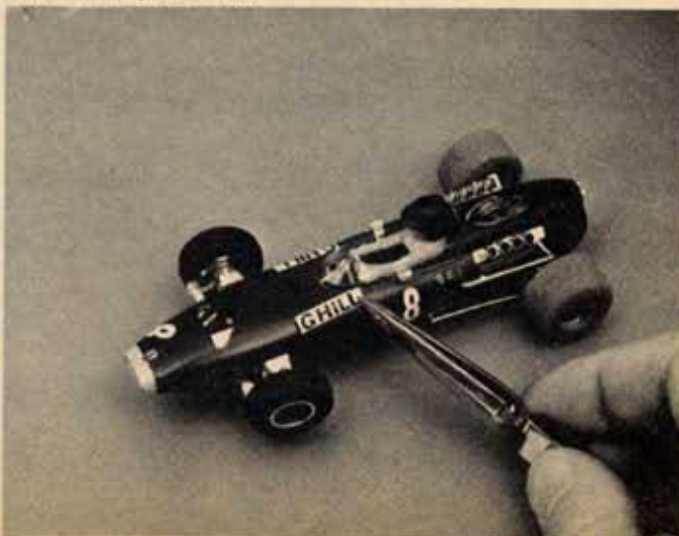
Most decals have an excessive amount of "clear" film around the outside edges. Cut as much of this away as you can.

To "personalize" a model car with either your name, or that of the full-size driver, cut a portion of a white decal $1/8" \times 1/2"$. Dip it into a cup of water for a few seconds, remove, and set aside on a paper towel to give the glue time to dissolve.



Dry transfer lettering can be applied directly to the surface of the model or even over decals that have dried overnight.

The easiest way to apply dry transfer lettering is to rub it onto the white decal before you dip the decal into the water, then soak decal and lettering free and position on car's surface, blot dry. Driver's names often appear on the sides of the cars in International Gran Prix racing. You can use their names or your own.



THE GEORGIA

Champion races to WIN!

Those Georgia guys are at it again! Champion Slot Racing Company, of Chamblee, Georgia, has been turning out top-notch racing equipment since they got into the model car racing business, several years ago. Their tactics are reminiscent of the Ford "steam roller" technique, used to overpower Ferrari at LeMans. Champion, like Ford, came to WIN!

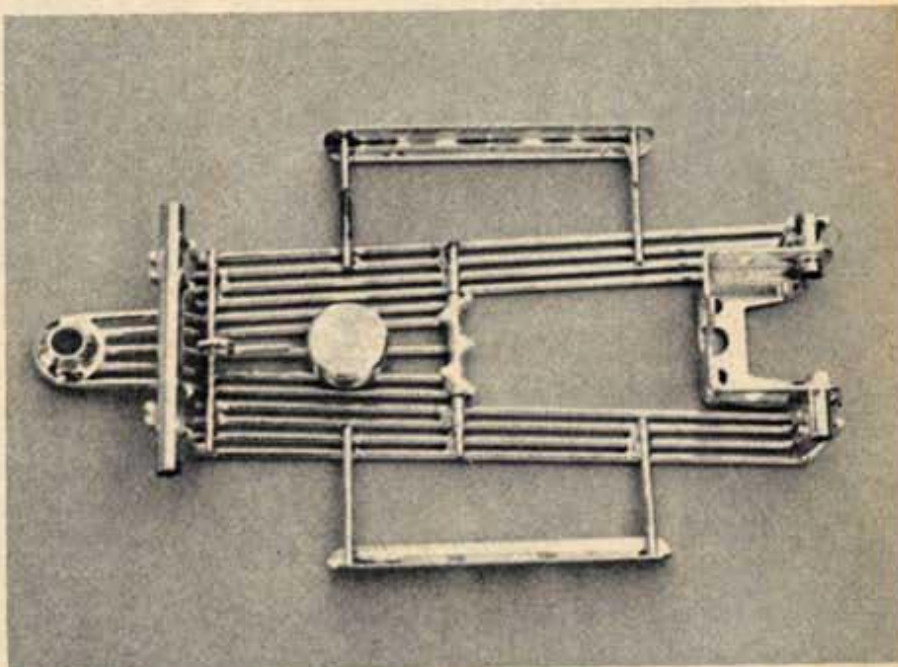
The amount of merchandise that pours from this company has to be seen to be believed. While it does not take a great deal of talent to produce great gobs of merchandise, it does require talent to produce *good* merchandise, at that rate. This they do, and do well.

From where we sit, it appears as though Champion intends to produce *everything* that a slot racer needs to go racing. They're very close to fulfilling that goal right now. You can find this out for yourself by sending 25¢ to Champion Slot Racing Company, 5620 New Peachtree Road, Chamblee, Georgia 30005. They will ship you their new racing catalog.

The people who do the designing, testing, and marketing at Champion are racing people. John Cukras, California "hot thumb" extraordinary, has had a hand in designing the latest rod chassis for Champion. In addition, the factory has recently signed Mike Morrissey, former Russkit team captain, for their racing team.

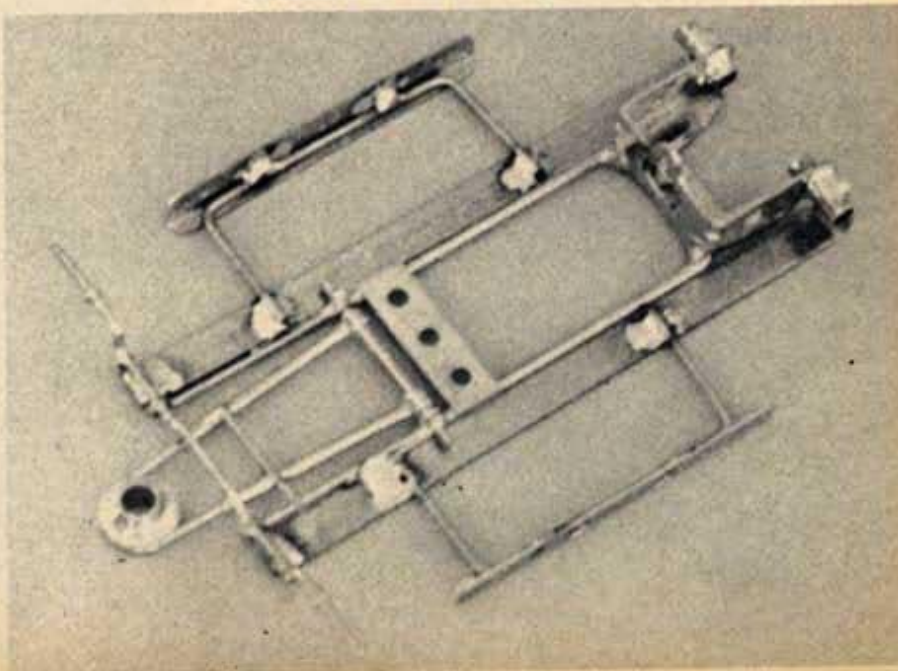
Champion's "Arco 33" races are gaining in popularity, and these fantastic events are beginning to pop up all over the country, drawing huge crowds wherever they are held.

Yes, the Georgia boys are serious about the slot racing business. They like to win. If *you* dig a winner, these guys are *your* kind of people!

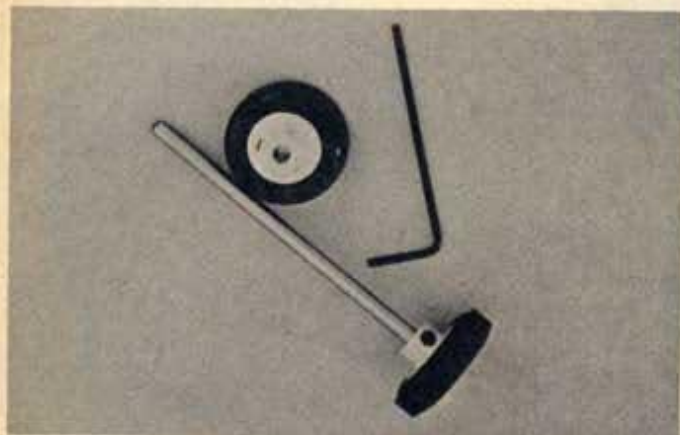


This \$5.95, fully assembled brass plated rod chassis was designed by John Cukras. It's set up for a 4" wheel base. Chassis #285 takes the 16-D; chassis #286 the 26-D. Workmanship is top-notch. For threaded or set-screw axles, front and rear.

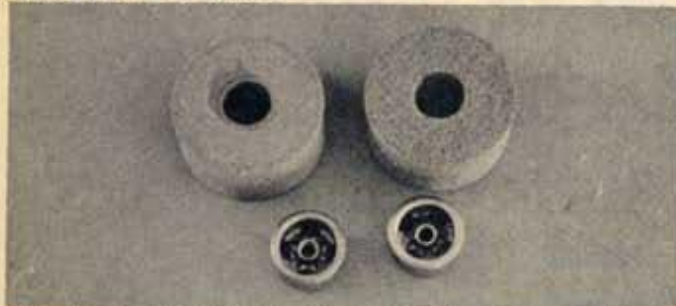
For those of you who go for the strength of piano wire frames, but need the weight that brass rod offers, Champion's brass strip frame is for you. \$3.98 puts it in your racing case. Get #275 if you're a 16-D fan; #276 if you use the 26-D motor. For pin hole, independent rotating front wheels. Use threaded or set-screw (smooth) axles on the rear.



STEAMROLLER



Champion's Micro-Precision set-screw front wheels and smooth, set-screw axle make tread adjustment a snap. The axle is exactly 2.6" long. The wheels are bored to a depth that gives an exact 3" wheel width, when the axle is "bottomed" in the wheel. If you have to change tires during a race, simply loosen the set-screw, pull the wheel, and butt the new one up against the axles and tighten the set screw. No lap-losing adjustments need be made. \$1.95, complete with 7/8" O. D. x 3/16" wide front wheels, with Allen wrench, set screws, and unbendable axle. Part #395.

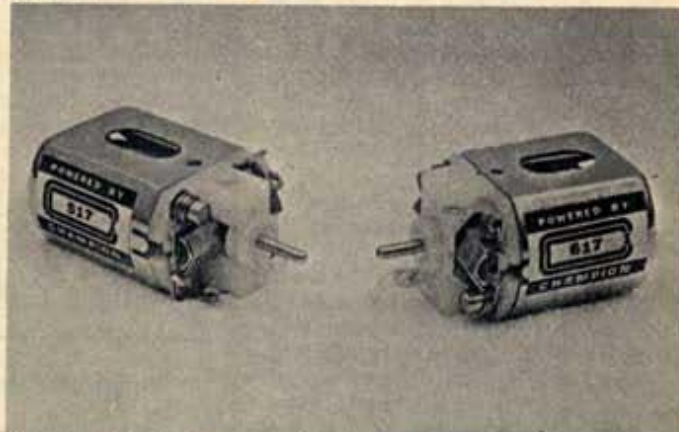


Here's a pair of pre-glued microcell sponge replacement tires, with lightweight 5-40 threaded hubs. Clean the hubs in solvent, then slip the tires on. Touch a soldering iron to the hub for 30 seconds. The heat releases the glue. The tire can then be trimmed to the desired diameter with a fingernail emery board. 79¢ per pair.

This \$2.50 Formica set up block with Align-o-Jigs is a fantastic bargain. Comes with an eight page instruction sheet. Makes the job of scratchbuilding much simpler.

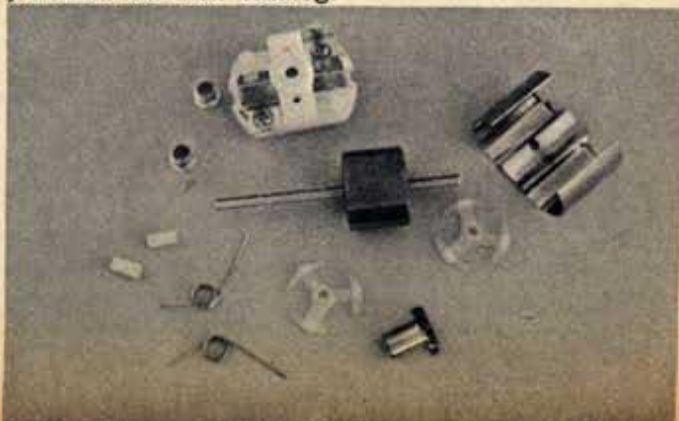


Champion's 26-D is now available as the stock 601 at \$3.00; 601 with #271 rear axle carrier at \$3.50; or in the \$5.00, 601B version, which is dynamically balanced. The balancing provides an additional 10,000 r.p.m. It uses the one hole case, for more torque.



The brutal 517 motor features a thicker ball bearing closed case for increased magnetic flux, new ball bearing end bells, centerless ground hardened shafts, new armature laminations, plastic insulators, and precision honed commutator. New brush heat sinks and post protecting collars are used too. Also available as a 617 (26-D type), with the same features. Truly a mighty motor.

Just a small assortment of goodies that are available from this progressive company. You name it, they've got it! How about armature blanks, heavy duty brush springs, "super" end bells that just refuse to melt under even extreme competition pressures, plastic insulators . . . well, we could go on, but we'd use the rest of the book doing so. We advise that you send for their catalog!



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The very first time you use this newest of all scalp medications you will destroy the germ organism. Itchy scalp will disappear, infectious dandruff will be gone and your hair will look and feel much, much better as your hair becomes healthier through destruction of the germ organisms. Continued use of FORMULA 101 will prevent return

of the ugly symptoms and will stop the hair loss it causes. If your problem is the predominant male pattern baldness type, which no product can help, not even amazing new FORMULA 101, all you have to do is return the unused portion and we'll refund your full purchase price *plus* one dollar extra for your trouble. The risk is all ours. You gamble nothing at all. But don't delay. The more you wait, the more hair you may lose. All orders are processed the same day they are received. Only 6.95.

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Herbert A. Levy

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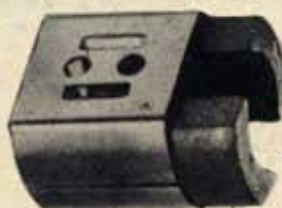
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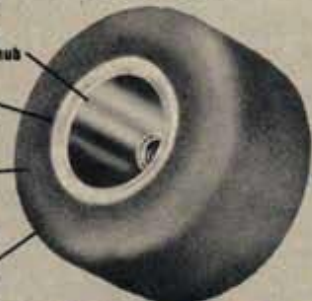
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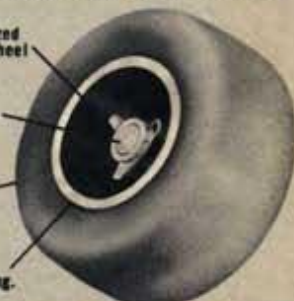
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SPEED & TECH

By CHRIS CHAN



CMRA SIDELIGHTS

Speed and Tech is more of an account of the cars and people that make up the races rather than an actual report (CMRA races are covered by Lynn Fletcher elsewhere in this issue, Ed.) but from my point of view we can pick up some interesting information while the race is in progress. For the results MC&S now gives complete race coverage while this column will be devoted more to human interest and technical analysis.

The 2nd CMRA race of the season saw nearly 40 Los Angeles area drivers at Northridge's Crossroads raceway. Representation from Dynamic, Rolling Hills, MC&S, Checkpoint, American Hobbies, and Matteson all made the show. Keith Tanaka was the big name here. Track slime and perhaps a bit of restraint kept his qualifying to a rather slow 7.75 (off the 7.13 pace set by "Jet" Jerry Cowan) and so he had to start off the third conso alongside my MC&S Lola (7.77). 20 laps down Herb accidentally stopped the race (as it was to run 30) with me about 10 feet in the lead. The restart brought upon a feeling of cautiousness and so at the end of the 30 laps Keith's "doorhinge" nipped over the line some 3 feet ahead. Not really too bad, though, because this is the

closest anyone ever got! With 2nd place secured by over a lap we both moved to the gutter lanes (green and red) for the next conso. Keith did it again while I merrily circuited, center-punching the Matteson team cars of Mike Levy and Dan Ast, having great fun but getting twice lapped in the process. By this time Keith was turning in the 7:20's on green with a full load of amp suckers. Needless to say Keith went all the way and took home a Lion's share of the gold after a very successful night's work.

Welcome back to the winner's circle and amongst the leaders were Lancer and Thorp. Both long time associates had seen better days but made fine come-backs Saturday night. Lancer's new "super competition" King Cobra and a 27 wire rode with Keith and a good deal of the faster contestants.

THE FLYING DOORHINGE

Dynamic calls it the "Sloppy Sam" and Mike Morrissey coined it simply "moving body mounts." But hard at work at the typewriter I've come up with "doorhinge" to describe the chassis now often used on Southern California raceways. The local hot thumbs, forever seeking new ways to cut precious tenths off their times, have come up with a chassis technique of floating their bodies to allow them to absorb and react to the angular force affecting the car's cornering. It certainly may seem confusing, but it's really a very simple solution. By allowing the body to roll out a bit without pulling on the frame you naturally get a more stable car. This isn't any one-of-a-kind gimmick either. Almost every car at the CMRA race used this system of mounting.

All sorts of interesting and effective variations of the doorhinge have been discovered and used, but because of the lack of space here they'll be covered soon in complete photo articles. For the time being, though, the Dynamic gang has released for sale, their bolt-on "Sloppy Sam"

which you either buy, copy, or adapt. The MC&S Lola, built jointly by myself and Glen Toma used one adaptation in which only the pin tubes rock and roll and it is by far the best handling car I've run.

HOW TO TALK "SANO"

To that poor amateur at Don's raceway, overhearing the Cukras-Checkpoint Team conversation at a *Car Model* race. Model car racing buffs have apparently developed a unique language that few can understand. The dialogue ran: "Hey Terry! Pete just hacked a rocket that jets on Lee's hunk in the doughnut but he let Mike stoke a lap and he centerpunched some little noose comin' out of the launch pad." Or "John's car is a chattery hunk in the far bank, but that wind's sano in the chutes." And you thought we pen and pencil guys were bad! Well just for those of you who would like to talk keen, appear in-the-know, or just understand pro drivers, I have for you the first selection from Chan's Speed and Tech Incomplete Guide to Talking Sano:

School Bus — Any big, gross, top-heavy coupe body. Like S&T's Lola Mk.III at Hale's 24 hour.

Even — Slot car jargon for exclamation. Example: Lee, I just ran your new car into the wall. EVEN!

Noose — Novice or magazine writer and columnist.

Launch Pad — American Raceways inherently bumpy straights and other track irregularities.

Moving Chicane — The little kid to your left with the BZ "Little Red Wagon."

Hack — The ability to cope

Cope — The ability to hack

Rocket — Derived from the noise Steube can makes.

That should do you for now, but the best is yet to come. However do not, on any premise, try to understand Tom Taber, Lynn Fletcher, Lee Hines, or any of the people talking to John and the Checkpoint Team unless you are armed with the complete vocabulary.

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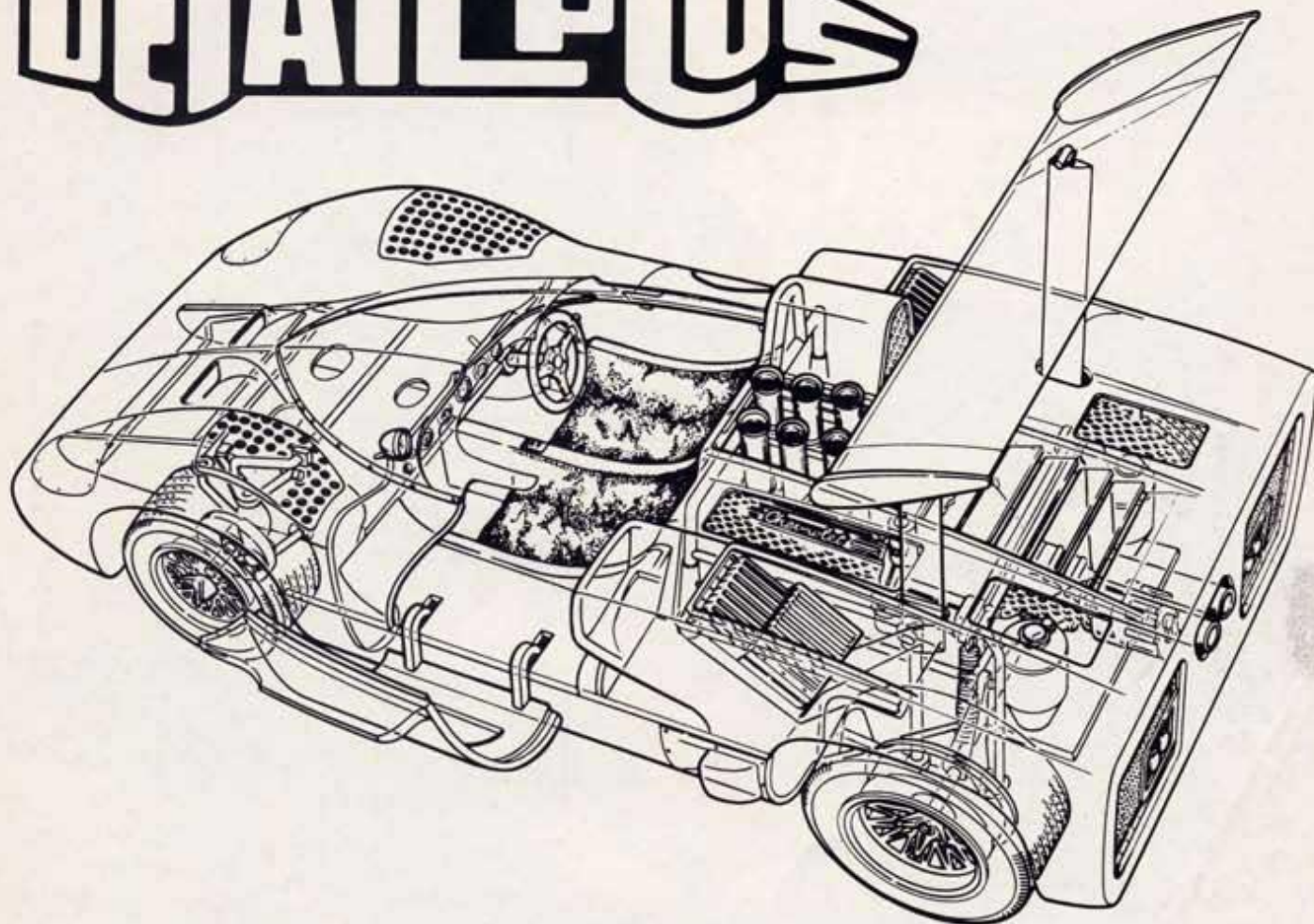
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